APPENDIX A

PUBLIC INVOLVEMENT

VOLUME III OF III
PUBLIC COMMENTS, AGENCY COMMENTS, AND
AIR FORCE RESPONSE TO COMMENTS ON THE
2013 REVISED DRAFT SEIS

ACRONYMS, ABBREVIATIONS, AND SYMBOLS

AQ Air Quality

AQ-1 Impacts from taxi distances

AS Airspace

AS-1 Air traffic controller workload/ground delays

BI Biological Resources (Sensitive Species, Sensitive Habitats, Flora/ Fauna, Invasive Species)

BI-1 Impacts to wildlife/domestic animals

CFR Code of Federal Regulations

CM Cumulative Impacts

CM-1 Impacts to the National Seashore

CU Cultural Resources

DO DOPAA

DO-1 Redundant training waste/abuseDO-2 Number/distribution of flightsDO-3 Night missions/lighting

DO-4 Flight path concerns

DO-5 Student/pilot class details or requirements

EIS Environmental Impact Statement
EJ Socioeconomics (Environmental Justice)

GE General Comment GE-1 General comments

HM/W Hazardous Materials (Hazardous Materials and Waste, ERP Sites)

LU Land Use (Public Access Land Use Compatibility)

LU-1 Missing analyses

NO Noise

NO-1 Noise data/modeling NO-2 Munitions noise

NO-3 Accuracy of impacts/predictions NO-4 Noise monitoring/mitigation plan

NO-5 Hearing loss concerns

NP NEPA Process NP-1 Public input process PA Preferred Alternative

PA-1 Preferred alternative selection/lifting restrictions

PAA Primary Aerospace Vehicle Authorized PH Physical Resources (Soils/Water Resources)

PN Purpose/Need ROD Record of Decision

SA Safety (Range and Aircraft Safety)

SA-1 Plane crashes

SA-2 General safety concerns

SE Socioeconomics (Housing, Schools, Public Services, Economics)

SE-1 Concerns about property values

SE-2 Concern for schools, children, daycares

SEIS Supplemental Environmental Impact Statement

SW Solid WasteTR Transportation

UI Utilities

COMMENTS AND RESPONSES ON 2013 REVISED DRAFT SEIS

This section contains comments received from federal, state, and local agencies, the 3 public, and Native American Tribes during the public comment period for the 2013 4 Revised Draft Supplemental Environmental Impact Statement (SEIS). In accordance 5 with the National Environmental Policy Act (NEPA), the Air Force considered all of the 6 oral and written public and agency comments received. In this SEIS, the Air Force 7 responded to substantive comments, for example, by revising text to improve clarity of 8 9 discussion, made factual corrections, and explained why some comments did not warrant further action. The Air Force will take public and agency comments into 10 consideration in its decision-making process. 11

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Generally, substantive comments are regarded as those comments that challenge the analysis, methodologies, or information in a draft SEIS as being factually inaccurate or analytically inadequate; that identify impacts not analyzed or develop and evaluate reasonable alternatives or feasible mitigations not considered by the agency; or that offer specific information that may have a bearing on the decision, such as differences in interpretations of significance, scientific, or technical conclusions. Non-substantive comments, which do not require an agency response, are generally considered those comments that express a conclusion, an opinion, or a vote for or against the proposal itself, or some aspect of it; that state a position for or against a particular alternative; or that otherwise state a personal preference or opinion.

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The Air Force encouraged public comment at each of the public hearings, in newspaper ads and press releases. The following presents the Air Force comment and response process.

Public/Agency Comment Identification Guide

- The paragraphs below outline the organization of comments, the comment review process, and how commenters can find responses to their comments.
- 30 Comment Receipt and Review
- 31 Comment Receipt: Comments on the Revised Draft SEIS included both written
- 32 correspondence and oral testimony received during the public comment period. The
- 33 Air Force assigned each comment a Commenter Identification Number. All comments
- 34 are included under the section titled "Public/Agency Comments." The comment letters
- 35 are printed in numerical order and are organized into three sections:
 - Written comments and submitted letters (private citizens) written comments begin with Commenter Identification Number 3001.

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29 30 • Public hearing transcripts - verbal comments begin with Commenter Identification Number 4001.

Written comments and submitted letters (agencies, tribes, and organizations) written comments begin with Commenter Identification Number 5001.

Comment Review: In accordance with 40 Code of Federal Regulations (CFR) 1503.4, the Air Force assessed and considered comments as follows.

- Each comment letter and oral statement was carefully considered by the Air Force. Substantive comments were identified and bracketed within each comment letter or testimony. Substantive comments are those comments considered to be meaningful within the scope of the issues currently considered in the SEIS, the purpose and need of which is to:
 - To analyze the beddown location and operational alternatives and examine mitigations for the 59 F-35 PAA authorized for delivery by the February 2009 ROD (one squadron each for the Air Force, Navy, and Marine Corps), including the use of the Duke Field airfield and construction of a new runway(s) at Eglin Main Base.
 - To analyze additional alternatives addressing the proposed distribution of JSF flight operations, on and off the cantonment area, to allow efficient pilot training, de-conflict flying operations with other military and civilian operations, and reduce or avoid noise impacts on sensitive receptors.

The bracketed comments were reviewed and responses were prepared. A response number was assigned to each substantive comment within the transcript of the oral statements and comment letters. Response numbers are printed next to the bracket in the right margin of the comments, located in the "Public/Agency Comments" section. A guide to the coding of the response numbers is below. Actual responses to comments appear in the section after the bracketed comments' section.

Response Category	Resource Area	Response Code	Comment Topic
AQ	Air Quality	AQ-1	Impacts from taxi distances
AS	Airspace	AS-1	Air traffic controller workload/ground delays
ВІ	Biological Resources (Sensitive Species, Sensitive Habitats, Flora/ Fauna, Invasive Species)	BI-1	Impacts to wildlife/domestic animals
СМ	Cumulative Impacts	CM-1	Impacts to the National Seashore
CU	Cultural Resources	-	(no comments received)
DO	Description of Proposed Action and Alternatives (DOPAA)		Number/distribution of flights Night missions/lighting

Response Category	Resource Area	Response Code	Comment Topic
		DO-3	Flight path concerns
		DO-4	Student/pilot class details or
		DO-4	requirements
EJ	Socioeconomics (Environmental Justice)	-	(no comments received)
GE	General Comment	GE-1	General comments
HM/W	Hazardous Materials (Hazardous Materials and Waste, ERP Sites)	-	(no comments received)
LU	Land Use (Public Access Land Use Compatibility)	LU-1	Missing analyses
		NO-1	Noise data/modeling
	Noise	NO-2	Munitions noise
NO		NO-3	Accuracy of impacts/predictions
		NO-4	Noise monitoring/mitigation plan
		NO-5	Hearing loss concerns
NP	NEPA Process	NP-1	Public input process
PA	Preferred Alternative	PA-1	Preferred alternative selection/lifting restrictions
PH	Physical Resources (Soils/Water Resources)	-	(no comments received)
PN	Purpose/Need	-	(no comments received)
SA	Safety	SA-1	Plane crashes
5/1	(Range and Aircraft Safety)	SA-2	General safety concerns
	Socioeconomics	SE-1	Not Used
SE	(Housing, Schools, Public Services,	SE-2	Concern for schools, children, daycares
	Economics)	SE-3	Quality of life impacts
SW	Solid Waste	SW-1	Munitions debris
TR	Transportation	-	(no comments received)
UI	Utilities	-	(no comments received)

1 Locating Comments

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A directory of commenters begins on the next page, presenting the names of all commenters alphabetically by last name. Each commenter can locate his/her name in this directory. As noted on the public displays, sign-in sheets, and comment sheets, providing names during the public comment process meant that each commenter understood that his/her name and comment would be made a part of the public record for this SEIS. Each comment is assigned a Commenter Identification Number in the fifth column. This is a number that was assigned to each comment form or oral testimony and is stamped on the letter or next to oral comments. All verbal and oral comments are organized numerically by Commenter Identification Number in the next section, titled "Public/Agency Comments." In many cases, certain people submitted multiple comments.

1 Locating Responses to Comments

2 Public and agency involvement is an important part of the NEPA process, and all

- 3 comments are taken into consideration during the decision-making process. The Air
- 4 Force would like to express appreciation for all comments. Many of the comments
- 5 express the views of the commenter and, therefore, do not require a specific response.
- 6 Nonetheless, these views are taken into consideration in the decision-making process.
- 7 The fact that a specific response was not developed for a comment does not in any way
- 8 reduce the value of anyone's participation.

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Air Force responses to comments are contained in the "Air Force Response to Comments" table that is presented immediately after the "Public/Agency Comments" section, which presents copies or transcripts of the comments/testimonials. The responses are ordered by the Commenter Identification Number. To locate the response, the commenter should first identify the "Commenter Identification Number" in the Alphabetical Directory of Commenters (below) and then review the respective copy of the letter/testimonial in the "Public/Agency Comments" to find the substantive comments that have been bracketed with a "Response Code" on the comment letter or testimony, and then locate the corresponding "Commenter Identification Number" and "Response Code" in the "Air Force Response to Comments" table.

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Responses for each individual comment that has been bracketed on the comment letter or testimony with a "Response Code" are presented in the order in which the respective comment appears in the comment letter or statement (refer to the "Response Code" column of the "Air Force Response to Comments" table). Each response is designed to be read along with the bracketed comment it addresses. Assistance with acronyms can be found at the front of the SEIS.

Alphabetical Directory of Commenters

Last Name	First Name	Organization	Postmark Date of Comment	Commenter Identification #
(not given)	Beau	Private Citizen	7/8/2013	3007
Abbott	S. Carol	Private Citizen	7/15/2013	3036
Anderson	Howard	Private Citizen	7/29/2013	3052
Arnold, Jr.	Bruce	Mayor, City of Valparaiso	7/9/2013	4001*
Arnold, Jr.	Bruce	Mayor, City of Valparaiso	7/3/2013	5002
Arnold, Jr.	Bruce	Mayor, City of Valparaiso	7/8/2013	5003
Arnts	Judi	Private Citizen	7/26/2013	3046
Austin	Stan	National Park Service, Regional Director Southeast Region	8/2/2013	5009
Bachelor	Bob	Private Citizen	7/9/2013	4003*
Bachelor	Bob	Private Citizen	7/11/2013	3032
Bachelor	Robert	Private Citizen	7/24/2013	3038

Last Name	First Name	Organization	Postmark Date of Comment	Commenter Identification #
Bachelor	Robert	Private Citizen	7/28/2013	3051
Barber	Mary	Private Citizen	7/10/2013	3028
Bellamy	William	Private Citizen	7/4/2013	3043
Benedick	Fred	Private Citizen	7/19/2013	3041
Benedict	Fred	Private Citizen	7/9/2013	3012
Blizzard	Patty Lynn Thomas	Private Citizen	7/9/2013	3020
Blystone	John	Private Citizen	7/9/2013	3015
Boyer	Fred	Private Citizen	7/9/2013	4023
Boyer	W.R.	Private Citizen	7/26/2013	3053
Brewer	Julie	Private Citizen	7/9/2013	3016
Brubaker	Scott	Private Citizen	7/9/2013	4024
Brule	Frank	Private Citizen	7/9/2013	3011
Caldwell	HH	Private Citizen	7/9/2013	4012
Caldwell	HH	Private Citizen	7/29/2013	3050
Campbell	James	Private Citizen	7/22/2013	3042
Caverly	Don	Private Citizen	7/25/2013	3045
Coggin	Davis H.	Private Citizen	7/12/2013	3034
Connell	Claude	Private Citizen	7/9/2013	4002
Costner	Germaine	Private Citizen	7/9/2013	3013
Cross	Bob	Private Citizen	7/9/2013	4013
Dietrich	Diane	Private Citizen	7/24/2013	3054
(commenter requ		Private Citizen	7/27/2013	3048
Fink	Norma	Private Citizen	7/16/2013	3040
Fornell	Gordon	Private Citizen	7/9/2013	4008
Frank	Eva	Private Citizen	7/7/2013	3005
Gallagher	Duane	Niceville Chamber of Commerce, Chairman of	7/31/2013	5008
		the Board	- /0 / 0 010	400=
Gardner	Alan	Private Citizen	7/9/2013	4007
Greene	Frank	Private Citizen	7/9/2013	4020
Griggs	Bobby	City of Fort Walton Beach Councilman	7/23/2013	5004
Halupowski	Dave	Private Citizen	7/9/2013	3010
Halupowski	Dave	Private Citizen	7/9/2013	4016*
Hamrick	Mark	DSI Fort Walton Beach, Chairman of the Board	7/25/2013	5006
Haught	Joan	Private Citizen	7/9/2013	4010
Hiemstra	Susan	Private Citizen	7/9/2013	3022
Hoskinson	Scott	Private Citizen	7/10/2013	3030
Jones	Barbara	Private Citizen	7/9/2013	3009
Kemp	Theresa	Private Citizen	7/9/2013	4017
Kirkpatrick	Anne	Private Citizen	7/9/2013	4005
Kuhl	Bill	Private Citizen	7/10/2013	3027
Lamm	Keith	Private Citizen	7/10/2013	3039
Lanier	Don	Private Citizen	7/3/2013	3001
	Charles	Private Citizen	7/9/2013	3035
Looney				
Martin	Richard	Private Citizen	7/10/2013	3029

Last Name	First Name	Organization	Postmark Date of Comment	Commenter Identification #
Mays	Charlotte	Private Citizen	7/9/2013	4022
McCain	Larry	Private Citizen	7/9/2013	4011
McCain	Maureen	Private Citizen	7/24/2013	3044
Miller	Tom	Private Citizen	7/9/2013	3023
Miller	Diane	Private Citizen	7/9/2013	4021
Mitchell	Dennis M.	DSI Crestview, President	7/25/2013	5007
Morgan	Joseph	Private Citizen	7/9/2013	4009
Mueller	Heinz J.	Environmental Protection Agency, Chief NEPA Program Office	7/29/2013	5010
Newman	George	Private Citizen	7/28/2013	3049
Place	Bruce	Private Citizen	7/7/2013	3004
Porch	Gregory	Private Citizen	7/8/2013	3006
Rainier	Alice	Private Citizen	7/9/2013	3008
Rainier	Wayne	Private Citizen	7/9/2013	3025
Rodriguez	J.	Private Citizen	7/3/2013	3003
Rowe	Patricia	Private Citizen	7/9/2013	3019
Runar	Lars	Private Citizen	7/29/2013	3055
Scott	John	Private Citizen	7/9/2013	4014
Scott	Carl	Private Citizen	7/10/2013	3037
Shaver-Sips	Anne	Private Citizen	7/10/2013	3026
Sherman	Della	Private Citizen	7/9/2013	4025
Shermer	Neal	Private Citizen	7/9/2013	4006
Spears	Tina	Private Citizen	7/10/2013	3031
Stagaman	Lynn Parjani	Private Citizen	7/9/2013	3018
Tweedle	Jack	Private Citizen	7/9/2013	4019
Webb	Robert	Private Citizen	7/9/2013	3021
Webb	Robert	Private Citizen	7/27/2013	3047
Webb	Robert	Private Citizen	7/9/2013	4004*
Webb	Robert	Private Citizen	7/23/2013	3057
West	Gordon M	Private Citizen	7/3/2013	3002
West	Linda	Private Citizen	7/9/2013	3017
Whalen	David	Private Citizen	7/12/2013	3033
White	Jill	Private Citizen	7/9/2013	4015
White	Frank W.	Alabama Historical Commission, State Historic Preservation Officer	7/3/2013	5001
Wilson	Bobby	Private Citizen	7/27/2013	3056
Windes	Mary Anne	Destin Chamber of Commerce, Chairman of the Board	7/24/2013	5005
Wolfgang	Harry	Private Citizen	7/9/2013	3014
Wolfgang	Harry	Private Citizen	7/9/2013	4018*
Woodcock	Tom	Private Citizen	7/9/2013	3024

^{*}Commenters also provided their oral comments as written comments; therefore, only responses to the written comments are provided to reduce redundancy.

Public/Agency Comments

Comments Letters, Forms, and Oral Testimony Received During the Public Comment Period (June 14, 2013 through July 29, 2013)

3001 From: Sent: Tuesday, July 02, 2013 5:17 PM To: Spaits, Mike GS12 USAF AFMC 96 TW/PA Subject: F-35 Noise I'd imagine you are aware of what I'm about to relate but want to iterate once again. Valparaiso's population is a large percentage of folks that are active dity, retired military, contractor's and active civil servants and retired. They are people that likely work or have worked in most facets of the base. We have dedicated a portion of our lives to this base. Collectively, we feel the base has unjustly done us harm when there are other alternatives to the noise levels that are and will be generated as more F-35s arrive. We beseech those who have the power to rectify this injustice to reconsider and spare our lives of the turmoil this situation is and will cause. Our way of life will forever be negatively impacted in many ways; including our health, property values and our daily living activities. WE MOST ACCUREDLY DO NOT DESERVE THIS. Respectfully, Don Lanier Valparaiso

3002 ----Original Mes From: Linda West Sent: Wednesday, To: Spairs, Mike GG12 USAF AFMC 96 TW/PA Subject: Questions on Negative Impact Dear Mr. Spaits: My questions as a property owner in Hidden Cove is as follows: Is the Air Force prepared to purchase homes/property in these high noise areas, and if so will people be given the option to sell to the Army Corp of Engineers at 95% of the market value when the project was approved and released to the public? If this is not an option would funds be available to retrofit homes in these high noise areas to make them suitable for residential purposes? Thank you, Gordon M. West

From 36 To spatia, Wise GSI2 USAF APEC 36 FMFA Sunjects REF: F-35 hed down as Valparaise Concerns One question to pass along: If the F-15 is so technologically advanced, why is this aircraft so rich in noise, It is a reminder of how supensive a weepon system could be to our defense budget with an extremely price tag per comman missile? Or It is a product of narvelous bad design? Thank you. J. Rodriguez		3003
One question to pass along: If the F-15 is so technologically advanced, why is this aircraft so rich in noise. It is a reminder of how expensive a weapon system could be to our defense budget with an extremely price tag per combat missile? Or It is a product of marvelous bad design? Thank you.		
Or It is a product of marvelous bad design? Thank you.		
It is a product of marvelous bad design? Thank you.	If the F-15 is so technologically advanced, why is this aircraft so rich in noise. It is a reminder of how expensive a weapon system could be to our defense budget with an extremely price tag per combat missile?	
Thank you.	or	
	It is a product of marvelous bad design?	
J. Rodriguez	Thank you.	
	J. Rodriguez	

Mr. Michael Spaits Eglin AFB Public Affairs Office 96 TW/PA 101 West D Avenue, Suite 236 Eglin AFB, FL 32542 7 July 2013

Dear Sir:

- 1. The F-35 training operations should be moved to Duke Field and Choctaw Beach. The use of runway 01/19 is incompatible, because the clear zone and/or accident potential zones are occupied by houses and people. The same applies to the noise contour zone for dB/DNL of 65 or greater. Thirteen hundred and thirty homes will be affected by dB levels of 75 to 115 on a daily basis. Almost three hundred homes are in the clear/accident potential zone. Consideration to moving the training operations to the two alternative sites should be considered because:
 - a. Projected accident rate for Eglin's flying training squadron is three times the normal rate for a similar squadron.
 - b. The F-35 crash rate is supposed to parallel that of the F-22. First year accident rate for the F-22 was 869.57 per 100,000 flying hours. The F-35 is expected to have a crash rate of 59.51 at the end of four years. Comparing F-35 four year rate with that of the F-16 (Chase plane for the F-35) accident rate of 3.68 translates into 16 times greater chance of a major crash.
 - c. Comparing the F-16 rate to the NTSB commercial airlines rate of .02 leaves us with the F-16 having 180 times chance rate for a major crash.
 - d. Is the F-35 ready for full flight operations? Only 1/3 of its development testing has been completed. It has not yet been certified operational ready. (This is the first time in DOD Procurement history that a weapons system has been bought and paid for that was not fully certified as operationally ready after complete field testing.)
 - e. In the event of an in-flight emergency, jettisoning fuel will leave fuel coating the fuselage. Also, fuel puddling occurs when fuel is jettisoned. This almost assures that any crash will be a fiery crash no matter what the pilot does.

It is an unconscionable idea to expose all these people in Valparaiso and Northwest Niceville to such high risk to their health/ or death. Couple this with minimally trained pilots, just out of school, will be powering these aircraft over a populated area; you have a recipe for disaster.

2. The thirteen hundred homes and land cannot be moved, but the F-35 planes can be, and should be. If anybody can be accused of encroaching, it is the Air Force and the accompanying noise; even the most obtuse individual must wonder why after seven decades the people of Valparaiso are rebelling against

this noise. The death of a city should not be the price for flying an aircraft when so many alternatives are at the Air Forces' disposal.

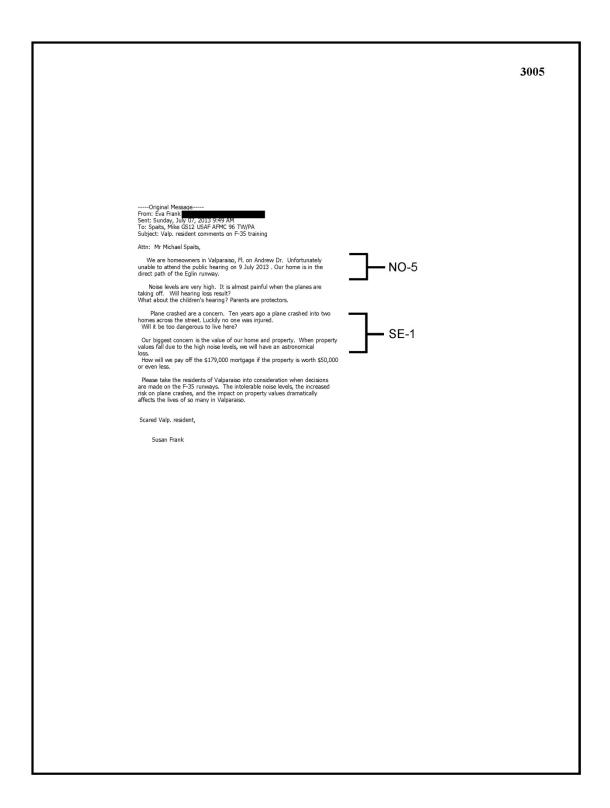
- 3. Eglin personnel keep referring to the figure \$100 million in conjunction with additional runway construction. I would submit that an aircraft that has been in the making for 18 years, incurring billions and billions in cost overruns, a multitude of miscalculations in design, hardware, and programming, that \$100 million represents a mere decimal point oversight when matched against overrun costs alone.
- 4. All this does not instill confidence. Planning for the training seems to be an after thought. One cannot but think that the recalcitrance of the Air Force in this matter boils down to an order for the base to:" Fly the damn thing any way it can be flown-but fly it before the money is cut off" The residents of Valparaiso and Niceville deserve better than this.

Yours truly

Bruce Place

Sources:

DOD Buzz blog Stop the F-35 Burlington VT Blog Defense Tech blog



3006 --Original Message----------Original Message----From:
Sent: Monday, July 08, 2013 1:55 PM
To: Ireinlie@nwfdailynews.com
Cc: Sparks, Mike GS12 USAF AFMC 96 TW/PA
Subject: F-35 Noise Levels....NOT It is a real shame that Mayor Bruce Arnold continuously "gripes and whines" about the F-35 Jet Noise, and anything else he can find to "grumble" about, concerning Eglin Air Force Base. The Air Force Base was there long before Valpariaso and will be there long after Valpariaso is gone, along with Mayor Arnold; although he has far outlasted his usefulness as a Mayor. I believe it is time for him to move on and retire. Mayor Arnold continues to "stir the pot" in an effort to "save" Valpariaso from the so called "noise levels."

I live directly in a flight path of numerous types of planes and jets from Eglin Air Force Base. I welcome the jet noise, day and night. Valpariaso residents and Mayor Arnold knew Eglin Air Force Base was there when they built and chose to live in the Valpariaso community. They knew the so called, "jet noise" was there.

I firmly believe this is a dead issue and should be treated as such. Mayor Arnold and his band of OLD MISFITS, need to move on and find something else to whine about. Enough is enough !! Go AIR FORCE and GO UNITED STATES MILITARY !! THE SOUND OF FREEDOM is welcome here! Gregory W. Porch (G.W.Porch)

	3007
Original Message From: Beau Sent: Monday, July 08, 2013 2:35 PM To: Spaits, Mike GS12 USAF AFMC 96 TW/PA Subject: F-35's I oppose the F-35's using the run way that flies over the City of Val-P.	
Resident	

3008 414 Judien Brine 32580 Valgararos 21a 32580 F-35 Concerns - FRom. Mrs. Wie Jean Beines I feel very furtrated that This Cety is being looked at as are entry to divegard as important in the scheme of theory. He are retired mulitary who chose to come to this area in 1991 belouse of Eglin where wid been stationed in the 60's. This Community is geople friendly, worderful service and wonderful climate. We invested our money and effort into our home, had a daughter who was in stages of diging of breast Conces who Come home be course she loved it here. She said "Sont ever leave here, mom" There are widows in this area who had retired here and of USAF, and they are now told you may have to move, even though theirs in 70,3 80's and up. Or spend youer savings having your house ready for sound or self a Considerable loss, at their ages, and more-Having bear a military wife, I we don't with adapting to earthquakes, typhoons, worked fed Crass can mulitary troppetals, U.S.O, Chapels as arganist, airplane felling on my neighbors home, but its time for USAF adopting on this.

Public Hearing Written Comment Form

Supp	Eglin BRAC Diemental Environmer	Revised Draft ntal Impact State	ement (SEI	S)
OCATION: 1 & B	stif Velp	DATE	7-9-	13
THANK YOU FOR YOUR I	NPUT.			
PLEASE PRINT LEGIBLY. 25 thore	are other o	ptions, wh	y woul	d the
Air Force C	roose the mo	st populou	s area	as the
preferred to	ute?			

	CONTINUE ON BA	ACK FOR MORE SPACE		
Freedom of Information Act (FOI, allowed by law. All submissions to made available for public inspections.		he beginning of your comme from individuals or officials re	nts. Such requests	Will be Hollored to the extern
Name: Basban	Menzel Jonos			
Organization:				
Address: PO Bay	295			
City/State/Zip: Valpa	raiso FL 325	80		
Yes, include my name a	and address on the mailing list	so I can receive informa	ation on the Egli	n BRAC Final SEIS.
□ No, do not include my i	name and address on the mailin	ng list.		
	Eglin AFE	ail this form to: B Public Affairs B TW/PA		
	ATTN: 101 West D	Mike Spaits Avenue, Suite 238 3, Florida 32542		
Commer	its must be postmarked by July	y 29, 2013 to be consid	ered in the Fina	I SEIS.

3010 Dave Halupowski I am a 40 year resident of Valparaiso. In that time I have seen many aircraft fly over Valparaiso. From the Space Shuttle to vintage war birds. I watched AC-130's from Lincoln Park fire tracer rounds over the range. I hear the 20 mm Vulcan cannon tested on Eglin main and Explosions from the EOD School. Soviet tanks on flat bed trucks roll thru town. I heard stories of the napalm incident. I remember the T38 crash in my neighborhood. Many other strange sights. I have accepted as normal for where I live. That is a military bombing and test base. I find the F35 no louder than the F4 Phantom was. I have no objections to this new aircraft flying over me. Some are worried about the property values. Well, I was more worried when my daughter Heather went to the Second Gulf War. I want to give our sons and daughters a chance to come home like she did. We live in dangerous times. I refuse to be a hindrance in the defense of our Nation. We need the F 35 lightning.

				30
P	Public Hearing Eglin Supplemental Enviro	BRAC Revised D	raft	
LOCATION:			DATE: 7/9/1	3
THANK YOU FOR	YOUR INPUT.			
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Freedom of Informational Preedom of Informational Information allowed by law, All su	s may request confidentiality. If you wis on Act (FOIA), you must state this prom brnissions from organizations or busine blic inspection in their entirety.			
Name: 7 Organization:				
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Organization: Address: City/State/Zip:				
Organization: Address: City/State/Zip:	y name and address on the ma	iling list so I can receive	e information on the Eglin BRA	.C Final SEIS.
Organization: Address: City/State/Zip:	lude my name and address on	the mailing list.		.C Final SEIS.
Organization: Address: City/State/Zip:	lude my name and address on	iling list so I can receive the mailing list. Pase mail this form I Eglin AFB Public Affairs 96 TW/PA ATTN: Mike Spaits West D Avenue, Suite 2 Eglin AFB, Florida 32542	10: 238	C Final SEIS.

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Public Hearing Written Comment Form	
Eglin BRAC Revised Draft	
Supplemental Environmental Impact Statement (SEIS)	
DATE: 7-9-/3	
THANK YOU FOR YOUR INPUT.	
DIEAGE DRINT I FOLIA AX FOICE GORE through with	
its becaused afternative it will triple anthe	
It veste property sights of many citizens, The	
Als Epoce will have tour sideaned brown peing a	
frotector of our sight to a major threat to	
though a This expell intail for Vallerile to	
bed the openhating wegotive infect of 1-35	
training when there are other recessable attemptives	
7)	
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individual respondents may request confidentiality. If you wish to withhold your name or address from public review or from disclosure under the Freedom of Information Act (FOA), you must state this prominently at the beginning of your comments. Such requests will be honored to the extent freedom of Information Act (FOA), you must state this prominently at the beginning of your comments. Such requests will be written and the prominent of the	
Freedom of Information Act (FOIA), you must state this prominently at the beginning of your comments. Such requests will be concluded to the determination and lowed by law. All submissions from organizations or businesses, and from individuals or officials representing organizations or businesses, will be made available for public inspection in their agtirity.	
= \ P \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	
Name: toed Dened College Organization: Self. 1	
Address:	
City/State/Zip:	
include my name and address on the maining list so year receive information on the Eglin BRAC Final SEIS.	
☐ No, do not include my name and address on the mailing list.	
Please mail this form to:	
Egiln AFB Public Affairs 96 TW/PA	
ATTN: Mike Spaits	
101 West D Avenue, Suite 238 Eglin AFB, Florida 32542	
Comments must be postmarked by July 29, 2013 to be considered in the Final SEIS.	

3013 -Original Message--: Germaine Costner [: Tuseday, July 09, Spaits, Mike GS12 USAF AFMC 96 TW/PA ect: F-35 at Eglin AFB stationed on Eqlin with the 33 TFW back in the late 1970s, with F-4Es sed by the F-15 λ . The main base side always had transient aircraft in. Germaine Costner TSgt, USAF retired

3014 9 July, 2013 Mike Spaits, Public Affairs Officer 96TW/PA 101 West D Ave., Suite 236 Eglin AFB, Florida 32542-5499 Ref: Revised Draft SEIS, F-35 Beddown at Eglin AFB, Florida Based on the information presented in the draft SEIS published in May 2013, I am unable to determine the reason for selection of Alternative 1A over the no-action alternative (removing the limitations on use of RW 01/19 imposed in the ROD and moving operations from runway 12/30 to runway 01/19). RW 12/30 served as the primary runway for the 33TFW for many years - why is it no longer adequate? The only difference that is noted in the document is that RW 01/19 is the ILS runway. If this is the reason, why not say so and why not install an ILS on RW 12/30? Since the F-35s are located at the north end of RW 12/30, use of the other runway would require AQ-1 a much longer taxi distance - as much as 4 miles. What about the impacts of this additional taxi distance - fuel use, air pollution, cost, etc. - where are these issues addressed? Based on the information in this SEIS, it appears that the only basis for choosing alternative 1A over the no-action alternative is that someone wants to use whichever runway they want without any operational basis or consideration of the noise impacts on the residents of Valparaiso. Harry L. Wolfgang, PhD

----Origin
From: Jack
Sent: Tueso
To: Spaits, Mike GS12 USAF AFMC 96 TW/PF

Subject: F-35

Since I sent the earlier email I have given much thought to the Air Force decision to screw citizens of Valparaiso and I will tell you I am extremely upset. I retired with the intent to stay in one place and die. Now I find that I will be given no choice on what I want to do because the Air Force is going to fly jets over my house that make so much noise I can no longer live here without irreprable damage to my home and lifestyle. And I, as good American, should stand by and accept this total inconvenience. My question is - what is driving the Air Force to make a decision that will bankrupt hundreds of civilians, many of which are veterans, that have lived in a city for years? Not sure where you live, but imagine it is well outside of the zone that will have the most inconvenience. I just can't imagine the AF choosing to kill 3000 innocent people in Valparaiso - although. I do have firsthand knowledge that this is not something unknown to the AF- Viet Nam being a prime example. I have written my congressional individuals - again, it will be of no avail because both Gaetz's are stupid ignoramuses. The sad thing is that the employees of Lockneed Martin - most retired senior Most of them are, unfortunately, unclosed Chief/master sergeants hat happened to be picked up because they were former military members. Oh, and by the way, most are drawing disability even though they work in jobs that require heavy lifting.

John Blystone

Valparaiso, Fl

Public Hearing Written Comment Form

Eglin BRAC Revised Draft Supplemental Environmental Impact Statement (SEIS)

THANK YOU FOR YOUR INPUT. PLEASE PRINT LEGIBLY.
C II and I said
We have been homeowners for llyears this October in Valparaise. We've raised 3 daughters and now, I am disabled. My husband is the sole supporter of our household so, I spend many days, (unfortunately) at home in bed. I was also raised in an Air Force family. Anyway, we do not see why, if there are other feasible alternitives for the F-35 landings and take offs that the welfare of so many businesses, and homeowners would be jeopardized. We, as homeowners are constantly replacing light bulbs and have no solid evidence that the loud jet noise has not contributed to the cracked windows we have as well. Referring back to the too, regarding my personal lover
CONTINUE ON BACK FOR MORE SPACE
Individual respondents may request confidentiality. If you wish to withhold your name or address from public review or from disclosure under the Freedom of Information Act (FOIA), you must state this prominently at the beginning of your comments, Such requests will be honored to the extent allowed by law. All submissions from organizations or businesses, and from individuals or officials representing organizations or businesses, will be made available for public inspection in their entirety.
Name: Julie & Wade Brewer
Organization:
Address:
City/State/Zip:
 Iv Yes, include my name and address on the mailing list so I can receive information on the Eglin BRAC Final SEIS. □ No, do not include my name and address on the mailing list.
Please mail this form to: Edin AFB Public Affairs
96 TW/PA
ATTN: Mike Spaits 101 West D Avenue, Suite 238
Eglin AFB, Florida 32542
Comments must be postmarked by July 29, 2013 to be considered in the Final SEIS.

	3016
PLEASE PRINT LEGIBLY.	
disabilities the loud and louder, jet noise has continued to cause me more and more pain as in	
headaches. I have never called in to complain as it is nearly impossible for me to identify the type of	
plane when I am in bed and we have huge Oak trees	
at times of night when we should be able forest.	
Our further concern other than my immediate health is, if we were to ever want to try and	
sell our home. If the USAF continues with the plans we're reading about, we do not see how we will	
be able to afford NEW repairs Improvements prior	
or more possible destruction.	
What is wrong with Duke Field? There are very few residents or businesses between Valp-Niceville	
the scale to	
PLEASE PLEASE REconsider your decision for the safety, health, welfare, future, presperity, of future of ALL CONCERNED.	
Yours Truky,	
Julie Brewer	
Comments must be postmarked by July 29, 2013 to be considered in the Final SEIS.	

3017 ----Original Message----From: Linda West Sent: Tuesday, July 09, 2013 3:45 PM To: Spaits, Mike GS12 USAF AFMC 96 TW/PA Subject: Homes in Valparaiso The Air Force should offer to buy all the homes and property affected by the F35 noise. People who choose to sell would turn their homes/property over to HUD via the Army Corp of Engineers Real Estate Program. HUD would bring homes up to the noise enhancement approved standard. They would then resell them to the highest bidder. This entire process would cost less than half the cost of one F35. Linda H. West

----Original Message-From: Parjanieaol.com |
Sen: Larianieaol.com |
Subject: Pwd: F-35 plan, runway restrictions and alternatives
corrected format and resent
----Original M
From: lparjanieaol.com |
To: Spalism <Spalieaol.com |
Sen: Tue, Jul 9, 2013 12:51 pm |
Subject: F-35 plan, runway restrictions and alternatives

09 July 2013

Mike Spaits
Environmental Spokesman, EAFB
Eqlin Air Force Base Public Affairs Office
96 TW/PA, 101 West D Ave, Suite 235(236?)
Eglin AFB, FL 3252
sent via e-mail:
Spaitsmedglin.af.mil

Subject : F-35 plan, runway restrictions and alternatives

2.62 3--

I am writing to voice my opposition to the Air Force's (recommended Al) and lifting of the restrictions previous placed on the use of the runway (19), and routing of air traffic over the City of Valparaiso, most specifically by use of the F-35's for training missions. I KNEW, when those restrictions were put in place, it was just to placate us until the dissension died down, to be shoved down our throats at a later date. The date seem now upon us.

I AM VEHEMENTLY OPPOSED TO THE LIFTING OF THESE RESTRICTIONS \sim NOW, IN THE FUTURE AND FOREVERMORE!

It is egregious that you would even consider approving an encroachment of this magnitude, without any consideration of the cost to the people and cities affected.

Any financial cost-effective argument(s) of alternatives available to the Air Force to justify (for) lifting the restrictions on Runway 19 are moot, invalid, and shortsighted. Either the construction of a new runway and control tower at Egila AFB with the taxiway over State Road 85, or, a new runway and control tower at Duke Field would be more cost effective in the long run, when consideration is given to the future expansion possibilities of the air fleet, as well as the ever increasing air training missions to come in the future. I URGE YOU TO PLEASE ADDPT ONE OF THESE AITERNATIVES AS YOUR FINAL DECISION. Please do not lift the restrictions currently in place.

If you do not adopt one of these alternatives, the cost to the people and cities affected will result in far reaching, catastrophic consequences, some of which are herein mentioned (other consequences cannot even be comprehended or thought of yet):

It is cost prohibitive for most, if not all, of the citizens affected, to spend the estimated \$50,000 for each home to soundproof our properties, and would not be effective over the 65 decibels, anyway. Quite frankly, even if the homeowners did not have to bear the burden of these costs, I don't believe it would be noticeably effective for the lower decibel range stated in the reports, either.

Desides it being cost-prohibitive, our quality of life will suffer. I do not say this lightly. I am not a newcomer to this area. I have lived in this immediate area most of my life since first moving here in 1959 (Okaloosa Ave, Edward Circle, Jackson Ave, and Andrew Dr. - all in Valparaiso), and grew up just eight houses from where I live now. So I am well versed in jet air traffic and noise. I am not a novice nor NIMEY contending with the severity of this situation. I have lived with it for many years - decades. The sonic booms rattling windows and glass-siding doors, and the interrupted conversations as the jets flew over were a way of life ground by the conversations as the jets flew over were a way of life ground by the CONDITIONS, and my length of residency in this immediate area, and the many years of tolerance of previous, lesser noise and test missions, (more than) qualifies me to say so.

Furthermore, our property values would continue to decline, and at an accelerated rate, and in direct proportion to, and as a direct result of, the increased use of Rumway 19. My property is already worth far less than it cost to (re)build when a jet crashed into it March 8, 2003. I rebuilt here in anticipation of this being my permanent and final home. I, for one, will not be able to afford to build or buy a comparable home further out, assuming I could even sell my home for a fair and reasonable price, which is doubtful - if I could sell it at all. So then what do I do? What do all the rest of us do?

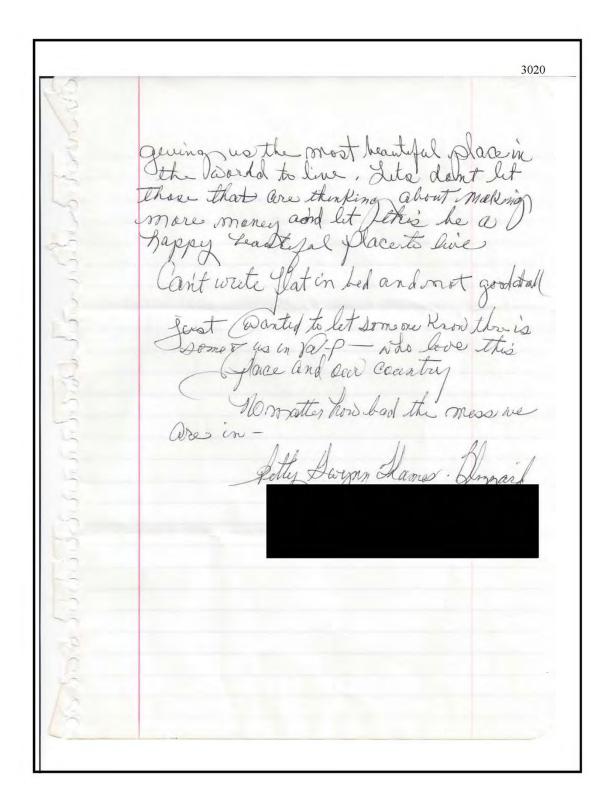
There would also be an increased risk for future plane crashes. The pilots ARE IN TRAINING, after all, and as such, their skill level has not yet been expertly mastered. While no one lost their life in the aforementioned crash (which incidentally, was piloted by a qualified Training Instructor, not a pilot-in-training), the potential is certainly more likely in the future with the increased air traffic over the populous areas, if the restrictions with the increased air traffic over the populous areas, if the restrictions and deadly consequences, than the two alternatives I endorse and listed above, and I BEG you to consider and approve one of these alternatives.

In addition to the many adverse consequences to so many individuals, personally and financially, you will effectively decimate the City of Valparaiso, first rendering it blighted, and then (sooner, rather than later, I predict) a bankrupted, barren wasteland of a ghost town. That's a solemnly sad and quite tragic commentary, considering how deep the roots of

	3018
our City are ingrained in Eglin AFE and how much we have endorsed and contributed to the growth of Eglin AFE over many, many decades. While the City of Valparaiso and it's residents certainly have the most to lose, lifting the restrictions that were previously put in place will also affect so many other persons in other surrounding cities, that I cannot even fathom the additional unforeseen ramifications, or that you would even consider lifting said restrictions. Sincerely,	
Lynn Parjani Stagaman	

Public Heaving Whitten Comment Count	
Public Hearing Written Comment Form Eglin BRAC Revised Draft	
Supplemental Environmental Impact Statement (SEIS)	
st Baptist Church Meeting	
LOCATION: 430 Andrew & Vietp, FL DATE: 7-9-13	_
THANK YOU FOR YOUR INPUT.	
PLEASE PRINT LEGIBLY. Valp	~
Honor the agreement to use the runway on	4
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Individual respondents may request confidentiality, if you wish to withhold your name or address from public review or from disclosure under the Freedom of Information Act (FOIA), you must state this prominently at the beginning of your comments. Such requests will be honored to the extra allowed by law, All submissions from organizations or businesses, and from individuals or officials representing organizations or businesses, will thank and available for public inspection in their entirety.	
Name: Patricia A Rowe	
Organization:	_
Address:	
City/State/Zip:	
☐ Yes, include my name and address on the mailing list so I can receive information on the Eglin BRAC Final SEIS. No, do not include my name and address on the mailing list.	
Please mail this form to: Eglin AFB Public Affairs 96 TW/PA ATTN: Mike Spairs	
101 West D Avenue, Suite 238 Eglin AFB, Florida 32542	
Comments must be postmarked by July 29, 2013 to be considered in the Final SEIS.	
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- 1. The City of Valparaiso and its citizens find themselves in almost EXACTLY the same position as five years ago when the Draft EIS was released. Projected jet noise levels are still extremely high and large numbers of people and properties are still severely impacted.
- 2. The Air Force continues to recommend Alternative 1A, but we can't understand why, because of <u>all</u> the alternatives studied, our analysis shows that it comes in <u>DEAD LAST</u> in terms of environmental desirability.
- 3. Alt 2A, at Duke Field, is the best alternative and was, as we understand, the originally proposed Eglin plan. But somewhere along the way that plan was changed to Eglin Main basing. Having already invested in infrastructure at the 33rd Wing area, the Air Force is now reticent to change from Alt 1A.
- 4. Alternative 1I, adding a new north-south runway just northwest of Runway 12/30, is the next best alternative, with these attributes:
 - a. It allows full use of installed 33rd Wing infrastructure.
 - b. Landing approach and takeoff would be over AF property, materially increasing safety. The Revised SEIS predicts an F-35 Class A (serious) accident rate of 1 every 1.65 years so this would be an important
 - c. A new north-south runway 4 miles west of runway 01/19 would reduce takeoff and approach aircraft noise over Valparaiso and Niceville by at least 24 dB. Not only would the DNL noise levels be reduced but also, the extremely loud individual aircraft overflights by the same amount.
 - d. The AF has said that the new runway will be too expensive. I disagree. The new Panama City airport built their runway for about \$94M. I understand that military runways may cost somewhat more but \$100-200M for the entire project seems reasonable. Since F-35s are being delivered slowly, Runway 12/30 could be used exclusively during the buildup, with multi-year emergency MCP funding requested to
 - e. It could also be a major cost avoidance measure relative to Alt 1A. A previous Base Commander estimated that on-base noise remediation would cost \$100M and remediation would still not solve Eglin's noise problem outside its buildings. Alt 1I could completely resolve the Eglin Main noise problem by reducing both DNL and SEL noise values by about 20 dB. It should eliminate the need for the vast majority of Eglin Main building noise upgrades and could be a Win-Win for both Eglin Main and Valparaiso/Niceville, with very little, if any, extra cost over Alt 1A.
- 5. In conclusion, the AF has other options, besides Alt 1A, which would meet Eglin mission requirements while being a responsible neighbor to its surrounding communities. Alt 1A is the absolute WORST choice for community noise. Alt 11 can be nearly as good a choice as Alt 2A if military traffic is properly routed to the new N-S runway. Alt 11 could even be an overall MONEY SAVER for the AF!

Robert N. Webb

9 July 2013

3022 -----Original Message-----From: Susan Hiemstra Sent: Tuesday, July 09, 2013 5:14 PM To: Spaits, Mike GS12 USAF AFMC 96 TW/PA Subject: F35 Plan Dear Mr. Spaits,
I am writing to you to express my concern over the possibility of increased F-35 noise over the city of Valparaiso. I am already experiencing an increased noise level and would not like to think about it getting worse. an increased noise level and would not like to think about it getting worse.

I was raised in Ft. Walton Beach, my father worked on the base in civil service as head of the computer and math labs and I have been living in Valparaiso since 1995. I have had much contact with Eglin due to these things and have always admired their consideration of its neighbors over the years. I was disappointed when I read the statement credited to you in today's newspaper that the number of hones effected by this possible change in runway usage was a relatively small number considering the scope of the program. Mr. Spaits, to the people in those homes it's not a small number. It is everything to them.

Especially when major projects were altered because of a group of snall darters. Certainly, these people are equally important. It is my hope and prayer that those in decision -making capacities will consider the impact on Valparaiso and will not choose to render our homes unitvable and businesses closed. The loss of property value, commerce and the places we call home are too great to be dismissed.

Thank you for your time and consideration. Susan Hiemstra

7/9/13

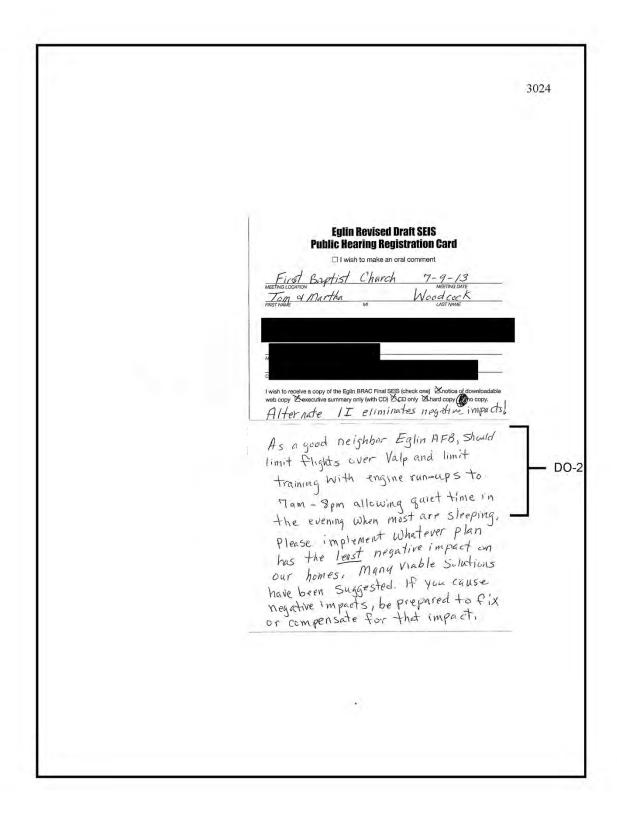
Good evening... I am Tom Miller, I am a citizen of the City of Valparaiso, and reside at 265 Florida Avenue. According to the published maps depicting the decibel levels that homes will be subjected to in the City of Valparaiso if the Air Force decides to proceed with its "Preferred Alternative" increasing the F-35 flights landing on the North South runway, I believe living at my residence will be negatively impacted, to the extent of either having to incur the expense of "sound proofing my home", or, it's potential market devalued. Over the past several days and weeks with limited F-35 flight operations using a north to south downwind landing pattern, the noise made by the F-35 has been excessively louder than any other aircraft using this pattern at my home which is on the edge of the lower noise level maps.

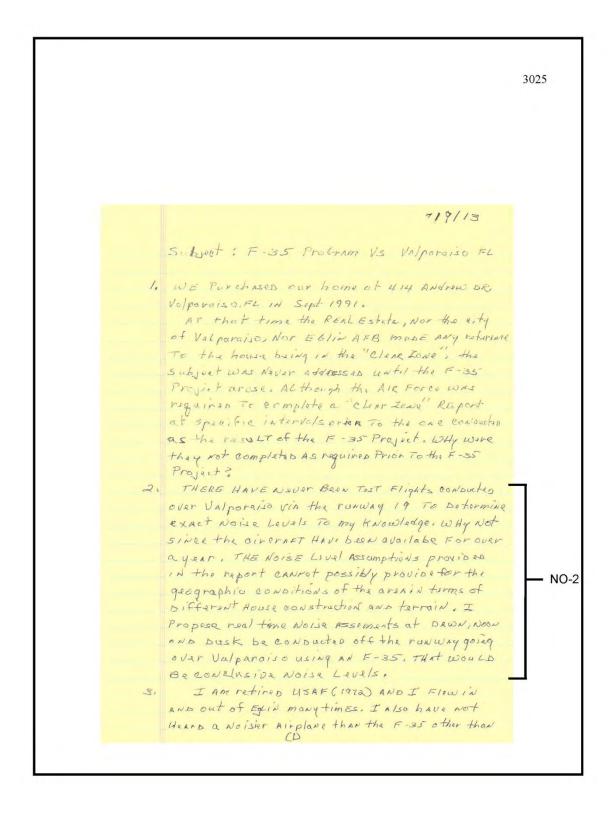
As you are probably aware, when F-35 either singularly or in pairs approaches to land using the North South runway (19) towards the south it makes a left turn bank to enter its downwind leg and then begins the descent to the base then final leg for landing. The noise when the F-35 is in its left bank downwind leg turn, which coincidentally is in the area of where I live, creates noise levels that are both extreme and excessive,... you can physically feel the reverberating sound waves created by the thrust of its engine.

Should the Air Force decide to go with the "preferred alternative", and increase the number of flights, it will in my opinion, be without doubt a detriment to the homes and quality of living for many current residents in the City of Valparaiso. My home is not one of the estimated 500 that I believe are part of the assessment of homes that will be severely and negatively impacted. Although, I believe anyone should be able to reasonably conclude that over time, with the projected increase in the number of flight operations conducted resulting from the "Preferred Alternative" being implemented, and, when the full impact of the training squadrons are up and running to their projected levels, those homes as well as many more, and business too, not currently encompassed in the evaluation will also become negatively impacted.

I would hope that the Air Force, with other alternatives available, would give due diligence to working out a solution that meets their needs and does not diminish the quality of life, and as important, cause economic harm to many of the residents in the City of Valparaiso, the continued viability of the City. Thank you.

Thomas K. Miller





(2)

THE F-22. RECEGNIZING that SEQUESTER
15 IN effort AND Limited movies are Availables

I propose the following: A. Limit the Valparaiso runung To approach ans LANdings only, That allows Homes, schools AND Wospitals To tunation Normally. B. Due To The runway Langht, nestrict Take-off Power settings after airborne AND minimum alt of 500 ft over the Valparaiso END of runway, if the runway has To Be used. IF commercials CAN Doit, why not the F-35. My Final argument is that Valparaiso is not a Large community that can Afford To Lose its TAX BASE AND SURVIVE. THIS IS our home AND WE Dip Not reside here with the expectation that the USAF WOULD Dictate our Living conditions. Valparaiso is not eneroaching on the USAF, rather the USAFis encronching on Valparaiso residents. IF NOISE LEVELS Are AS BAD as Depicted in the E1s, then we will Be restricted To Living indoors or have our hearing health Deferiorate . As a retired person that is not acceptable. IT is my Hope that the USAF will Take Another Look at the final Decision AND correct the As a Point of interest; review what is going on a New PortNews VA AND Kemp West ELA. REGanos

Sent: Wednesday, July 10, 2013 4:57 PM To: Spaits, Mike GS12 USAF AFMC 96 TW/PA Subject: F35 Environmental Issues

Mr. Spaits,

I live at the end of Eglin AFB runway and am really disappointed with the careless disregard the Air Force has shown for this community. Putting a training command with inexperienced pilots right in the pathway of a densely populated community will surely result in disaster. It only stands to reason that someone is going to get hurt. Are you really willing to take that risk?

It seems to me that someone has "dug their heels in" and will not make the decision to move the operation. The land area owned by the military around Eglin is vast. There is no reason an alternate runway cannot be built on some of that land. When you consider the cost the military is imposing on these neighborhoods from devaluation of the homes to upgrading for soundproofing I think it is just terrible. I would also ask you the question how many of these people can actually afford these renovations? I know I cannot. I am single and live on a fixed income. That income is iffy right now because of our soft economy. To top this off you are also effectively lowering the value of my home by at least \$25,000.

Is this your mission? By stomping all over this community are you really accomplishing your mission? What makes this runway so perfect that you cannot build an alternate out on the reservation away from the public? How can this be so difficult? You are not being a part of the community, you are basically bullying them.

Sincerely, Anne Shaver-Sips

----Original Message----

From: Bill Kuhl

Sent: Wednesday, July 10, 2013 8:46 PM To: Spaits, Mike GS12 USAF AFMC 96 TW/PA Subject: F-35 comments

Mr Spaits,

I would like to make a public comment or two about the F-35 program as it relates to Eglin AFB. I was unable to attend the last public forum but want to express my feelings.

I have lived in Okaloosa County for about 15 years now. When I moved here I was fully aware that there was an operational airport and Air Force Base here. Actually living in FWB there is an air field on either side of town. My guess is that when all or mostly all the residences in Valparaiso moved here they also were aware of this fact. My assumption also is that most of the people living there chose to live there because of the proximity to the base. With this being said what I interpret now is the mentality of people moving on to a busy street and then complaining about the traffic. I also think this is primarily being fueled by Mayor Arnold. I respect his position as Mayor but feel his concerns are misdirected. It is real easy to garner support for the "quality of life issues" but the reality is that a community that loses its primary source of income will soon become a shell of its former self.

In FWB we have experienced the NIMBY (Not In My Back Yard) mentality on several occasions concerning the Brooks Bridge and I think this is where the Mayor Arnold's mindset is coming from. It is a fact that some of the people have to give up something sometimes for the good of the community as a whole. And again I reiterate that the people living in Valparaiso had full knowledge there was an operational airport and AFB in close proximity.

To request that the base build additional runways at this time and in this economy is probably a non-starter across the board. To divide the mission between Eglin and Duke is probably equally a non-starter. It appears to me that they are suggesting "alternatives" that they know will not happen. In my mind this is an end game to void Eglin of this essential mission.

Over the past several years there have been attempts to move the test wing to Edwards, if this were to happen and the F-35 program were to be compromised I fear that a base closure or severe re-alignment is not far away. If the citizens of Valparaiso are truly concerned about their property value and their way of life they should understand the socio-economic impact the base makes not only to them but the surrounding municipalities. To rid the area of the major income hub of Okaloosa County would potentially be catastrophic in terms of business and real property values.

In summary I FULLY SUPPORT the F-35 mission at Eglin AFB main base as proposed by the USAF. I think that it is a somewhat self serving mentality of a small percentage of people that think otherwise, i.e. the vocal minority. I believe the USAF has more important things to attend to than this public distraction and that every citizen of the local community should feel privileged this mission is here at Eglin and they should fully support it.

Thank you for your consideration.

Respectfully submitted,

Bill Kuhl

3028 --Original Message-----From:
Sent: Wednesday, July 10, 2013 10:14 AM
To: Spaits, Mike GS12 USAF AFMC 96 TW/PA Subject: F35 Funny - on the same street on the opposite end there are 3 homes occupied by the family who own the business at the top of Clearwater. A very similar situation as my family. I love the Air Force and I love my country. I do not oppose the F35's coming to Eglin at all. I oppose the potential impact they will have if the 1A flight path is the one of choice. It will have a negative impact on the value of my home as well as the quality of life we have there. Sincerely - Mary Barber NOTICE: This e-mail message and all attachments transmitted with it may contain confidential information intended solely for the use of the addressee.

3029 ----Original Message-From: Richard Martin [Sent: Wednesday, July To: Spaits, Mike GS12 USAF AFMC 96 TW/PA Subject: Sales and Inventory History Report - Valparaiso Subject: Sales and Inventory History Report - Valparaiso

In light of the minority of Valp residents complaining last night at the
First Baptist Church, please review the sales and inventory report, which
shows a factual history of the property values in Valparaiso. As you can
see: 1) the price per square foot of homes sold in Valp has increased
steadily since 2008 (similar to other neighboring cities), and 2) more home
have been sold this past year in Valp than in any year in the past 6 years.
This is hardly a report of declining property values. The Air Force should
stop listening to the vocal minority and realize that the majority want the
Air Force to stay here, and to increase their presence. Thank you. Sales and Inventory Report Category - Combined Residential Statistics for Entire MLS from 7/1/2008 - 6/30/2013 Areas:13 May 2009 \$106 \$184,000 June 2009 \$116,500 Annual 22.50 \$184,000 43 43.00 \$116,500 \$96 21.50 \$150,375 93 June 2009 2 \$116,500 97 Annual: 26 \$140,100 121 Year Monthly
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\$107,832 137	146 93.69% 78.90% 3	11.40		
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Inventory Months				
Inventory July 2011 2 \$95,500 112 224 August 2011 3 \$102 \$106,000	\$191,000 \$100,900 94.64% 87.25% 31 \$373,000 \$142,333 39 \$142,333 39 \$7.35% 8 6 \$1,200,900 296 \$399 \$97.72% 7 \$534,300 \$148,348 90.04% 87.85% 32,348	15.50 \$124,333	Ų/I	
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\$108 \$239,500 May 2012 4 \$128,750 75 June 2012 7	14 28 95.14% 5 \$642,500 \$176,825 75 90.83% 89.94% 3	95.02% 33 8.25 \$160,625 84 8.50	\$99	
June 2012 7 \$125,000 129 Annual: 44	\$1,099,500 \$163,257 161 96.21% 93.35% 3	\$157,071 5.14 \$153,139	\$91 88	
	160 94.31% 86.10% 3	8.99	00	
Thvencory Monchs		Ft Median Sold \$ rig. List Curre	Avg nt	
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August 2012 8 \$104 \$151,975 September 2012 \$92 \$235,000 October 2012 1	217,458,954,418,7914,255,251,252,251,252,251,252,251,252,252	209,933 \$203,4 95.38% 29 9.66 \$435,000	33	
November 2012 \$111 \$192,500	6 \$1,424,500 \$ 48 48 94.79%	\$7.87% 30 30.00 \$250,450 \$237,4 \$1.71% 33 5.50	16	
December 2012 \$98 \$155,000 January 2013 3	5 \$884,700 \$ 138 143 94.26% 8 \$335.800 \$116.333	\$187,710 \$176,5 35.19% 35 7.00 \$111.933	\$96 \$96	
\$117,500 59 February 2013	59 96.21% 97.44% 3 4 \$524,900 \$	33 11.00 5142,600 \$131,2	25	
March 2013 1 \$53,112 37 37	\$53,112 91.73% 88.66% 42	\$53,112	\$38	
April 2013 5 \$130,000 164 May 2013 4	\$866,700 411 89.92% 76.98% 4 \$712,400 \$176.075	\$173,340 8.20 \$178,100	\$84 \$88	
\$150,000 193 June 2013 9 \$129,500 149	193 101.15% 9 \$1,462,662 \$174,353 149 93.21% 78.71% 3 \$9,323,223 \$185,896	93.45% 33 8.25 \$162,518 33 3.66	\$77	
Annual: 53 \$140,000 133	\$1,462,662 \$1,462,662 \$174,353 \$149 \$3,218 \$185,896 \$162 \$4.628 \$6.818	\$175,909 7.47	93	
Annual: 2008 - 2013 90 \$120,000	209 \$32,146,654 128 156 93.48%	\$164,526 \$153,8 33.77% 38 10.90	311	
Note: The "Current Inven market) listings on the The "Months Inventory" c by "Monthly Sales".	tory" column(s) reflect the last day of each month. olumn(s) value(s) equal "(onths it would take to se	ne number of active(o Current Inventory" di	n vided at the	
	entory = Total Current In	ventory / (Total Mont	hly	
Richard Martin				

Original Message From: Scott Hoskinson Sent: Friday, July 05, 2013 11:28 AM To: Spaits, Mike GS12 USAF AFMC 96 TW/PA Subject: F-35 Public Hearing	3030
Mr. Spaits,	
My name is SMSgt (ret) Scott Hoskinson and I am one of the many Valparaiso residents who do not support the city's actions regarding the F-35 at Eglin. There are two questions that have been in my mind since this whole situation began more than 4 years ago.	
1 - Are the noise level maps shown in the SEIS based on CTOL/conventional flight data for the typical noise levels of the aircraft during that aspect of flight or are the maps showing the greatest possible noise level (STOVL?) applied to typical flight paths?	
2 - How do F-35 noise levels compare to other aircraft, the F-15 in particular, that routinely use Eglin's runways? My suspicion is that the differences are minimal, probably less than 5-10dB.	
I would like to point out that once F-35 training ops normalize (full A/C complement and daily sorties), if recorded noise levels routinely exceed 65dB the Air Force should be obligated to:	
1 - pay all noise mitigation expenses for structures in the 65-74dB zones.	
2 - work with the city and property owners in 75dB+ zones to compensate them.	
 a - exchange their land for Air Force-owned land in the Tom's Bayou or other agreeable areas and either move existing structures or build equivalent structures. 	
 b - outright purchase of their land and structures at fair market value plus an inconvenience fee (5%?). 	
Than you for your consideration. I do not expect a personal response regarding this e-mail.	
Scott C. Hoskinson	

3031 -----Original Message-----From: tina spears From: that spears Sent: Wednesday, July 10, 2013 8:44 AM
To: Spaits, Mike GS12 USAF AFMC 96 TW/PA
Cc Linda Griffin
Subject: Comment on F-35 Revised Draft Dear Mr. Spaits, I strongly object to the selection of Alternative 1A for the Joint Strike Fighter program. As a residential property owner and landlord, such noise increase will reduce the valve of my property. It will affect the quality of life and any If the Air Force moves forward with this plan, I demand the Air Force compensate property owners for the loss of property value. Sincerely, Tina T. Spears

11 July 13

3 Minute Summary for Revised DSEIS Public Hearing on 9 July 2013

- In the 3 studies on the environmental impact of locating F-35 pilot and maintenance training on the Eglin reservation the AF has stated it prefers to base this work at Eglin Main with what is referred to as Alternative 1A.
- In comparing this latest version for Alt 1A to the 2010 version, we see:
 - Duke Field annual operations are reduced by 45% and the Duke area off base population affected by noise reduced from 444 to 1.
 - But Other operations increased by 23,000 per year with most of those new operations on the Eglin
 Main north south runway, which exposes Valparaiso and western Niceville to perhaps more noise.
 - All of this means that the off base population affected by noise increases by 1,113 over the submittal in 2010.
 - So, while some are seeing some benefit from the current Alt 1A plan, those residents near Eglin Main do not.
- Alt 1A is not good for our schools.
 - Lewis Middle School will see 115 very loud noise events every day on average.
 - The STEMM School is worse, getting 142 very loud noise events every day.
- Alt 1A is the least attractive from a crash safety perspective.
- With the restrictions lifted, Alt 1A puts 30 F-35 operations every day over Valparaiso on Runway 01/19.
- I evaluated the data provided in the documents using just the numbers provided. I listed the 7 alternatives in order of least noise on the community for the population affected, the acreage covered, the number of residential parcels, and noise on our schools. The alternative which had the least effect was given 7 points. The next least was given 6 points, and so forth, with the alternative which had the most noise effect given 1 point. The alternative that had the most points was the one that had the least negative noise effect on the community. The tables and graphs are shown at the end of this paper.
- The result?
 - Alternative 1I, the new north-south runway at Eglin Main, had the least negative effect on the
 - Alternatives 2A and 2E, new parallel runway and the existing single runway at Duke Field had the next least effect on the community and moves all F-35 flight operations off of Eglin Main.
 - The alternative that had the most negative effect on the community of all 7 alternatives is the AF preferred Alternative, 1A.
 - Using the AF's own data, not altering it one bit, shows that of all the alternatives Alternative 1A is the
 worst in every category that affects the Okaloosa County community as a whole.
 - The question is then, why would the Air Force make that choice?

Page 1 of 6

- Another important aspect in these studies is crash safety.
 - Usually, safety is front and center when the Air Force does something.
 - In this SEIS the AF again states " ... most mishaps take place near the runway ...",
 - With that statement, it would seem that any alternative that moves F-35 flight operations away from civilian population would be more favorable.
 - There are 3 alternatives which do just that: 2A and 2E which move all F-35 operations to Duke and other fields that are mostly void of nearby civilian populations and Alternative 1I which moves F-35 operations to a remote area by Eglin Main.
- Finally, DoD Instructions direct the Services to mitigate noise on the communities.
 - Number 4715.13, November 15, 2005; Subject: The DoD Noise Program:
 - "The DoD noise program shall:
 - 4.1. Reduce adverse effects from the noise associated with military test and training operations consistent with maintaining military readiness."
 - Number 4165.57, May 2, 2011; Subject: The Air Installations Compatible Use Zones (AICUZ):
 - "It is DoD policy to:
 - a. Promote the health, safety, and welfare of persons in the vicinity of and on air installations by minimizing aircraft noise and safety impacts without degrading flight safety and mission requirements."
- Considering all of the above that Alt 1A consistently has the worst effects on the local community; that it has the greatest potential for a crash in the vicinity of the local communities near the base; and that it is DoD policy to reduce adverse effects, minimize noise and safety impacts in the vicinity of military airfields how then can the AF select Alt 1A as its preferred alternative?
- Therefore, I request the AF provide the following:
 - (1) Its original 2009 rationale for selecting what has become Alternative 1A as its preferred basing alternative which was before any contracts were awarded for construction at Eglin Main, and
 - (2) Its current rationale for remaining with Alternative 1A as the preferred alternative, in light of all
 the information to the contrary which I presented above and have supported with the data and graphs
 that follow this statement.
- In conclusion, the obvious choices are single or parallel runways at Duke or a new runway at Eglin Main.
- I urge the AF to reconsider its choice and select either Alternative 2A, 2E, or 1I.

On the next pages are the data and graph that support the positions stated in my Public Hearing statement. $\frac{1}{2} \left(\frac{1}{2} \right) = \frac{1}{2} \left(\frac{1}{2} \right) \left(\frac{1}{2} \right)$

Robert R Bachelor

9 July 2013

Page 2 of 6

Data and Graphs Supporting the 9 July 2013 Public Hearing Statement by Robert Bachelor

The tables of data are as reported in the Revised Draft SEIS and were used to develop the position stated above that, overall, Alternative 1A has the worse noise impact on Valparaiso and western Niceville.

The graph is a comparison of the alternatives showing that the best alternative, 1I, which has the lowest noise impact and, therefore, has the highest score. For the lowest noise impact, an alternative was awarded 7 points. The next lowest noise impact alternative was awarded 6 points. The worst alternative from a noise impact perspective was awarded 1 point.

Alternative	1A - Numb	er of annua	al flight op	erations.									
Aircraft	2010 Draft SEIS* 2012 Revised Draft SEIS**					Difference							
Type	Eglin	Duke	Choctaw	Eglin Duke Choctaw		Eglin		Duke		Choctaw			
	quantity	quantity	quantity	quantity	quantity	quantity		quantity	%	quantity	%	quantity	%
F-35	55,605	34,347	20,104	43,071	18,650	20,263		-12,534	-23	-15,697	-46	159	0.79
Other	76,582	24,643	76,467	99,289	22,403	75,831		22,707	30	-2,240	-9	-636	-0.83
Total	132,187	58,990	96,571	142,360	41,053	96,094		10,173	8	-17,937	-30	-477	-0.49

^{*}The 2010 Draft SEIS also included 2,181 operations at Naval Air Station (NAS) Pensacola and 1,757 operations at Tyndall AFB. The operations for Eglin AFB also included international partner training operations.

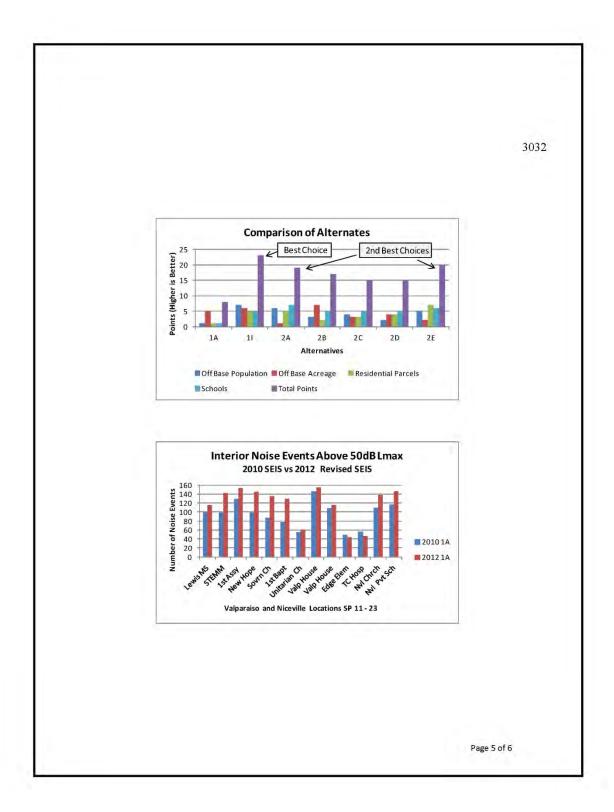
^{**} The 2012 Draft SEIs also included 1,947 operations at Naval Air Station (NAS) Pensacola and 6,862 operations at Tyndall AFB. The operations for Eglin AFB also take into account and include international partner training operations.

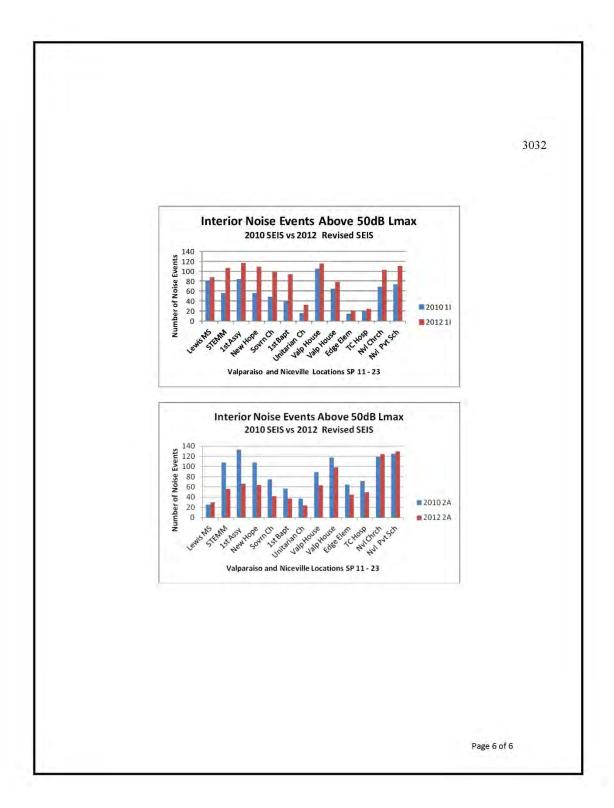
From Tables	4-2, 4-8, 4-13,	1-18, 4-24, 4-30								
Alternative		Off Installat	On Installation Acres	o	Residential Parcels					
	Eglin	Duke	Choctaw	Total	Total	Eglin	Duke	Choctaw	Total	Total
1A	1073	1	2128	3202	33220	2910	1	2	2913	1213
11	716	1	2126	2843	37849	1858	1	2	1861	728
2A	636	912	2348	3874	38365	1566	568	2	2136	583
2B	733	887	89	1709	34900	1915	567	0	2482	786
2C	735	827	2233	3795	41453	1917	534	2	2453	785
2D	738	708	2108	3554	34458	1927	774	2	2703	785
2E	605	780	2431	3816	32274	1541	828	2	2371	573
*Tables are r	nictures so hav	e to enter data	manually							

Alternative List of Eglin Area Off Base Population Affected - Least to Most			Alternative Off Base Ar Affected - L	ea Acreage		Eglin Area Off Base List of Residential Parcels Affected by Noise Contours Least to Most		
Alternative	Population	Position	Alternative Acreage		Position	Alternative	Parcels	
11	1861	1	2B	1709	1	2E	573	
2A	2136	2	11	2843	2	2A	583	
2E	2371	3	1A	3202	3	11	728	
2C	2453	4	2D	3554	4	2C	785	
2B	2482	5	2C	3795	5	2D	785	
2D	2703	6	2E	3816	6	2B	786	
1A	2913	7	2A 3874		7	1A	1213	
Smaller number is better		Smaller num	ber is better		Smaller number is better			

Page 3 of 6

3032 Number of Schools or Day Cares Within Noise Range School Naise Alternative 65-70dB 70-75dB >75dB Alternativ Total Rank Points* Points Points School Day Care School Day Care Day Care School 1A 10 2A 11 6 2E 2A 11 28 6 2B 2C 6 2C 2D 2E IA * 1 point for each 65-70, 2 points for each 70-75, 3 points for each >75. Alternative List of Eglin Alternative List of Eglin Area Off Base Schools Affected by Area Off Base Eglin Off Base Area List of Residential Noise Contours Most Population Affected -Acreage Affected -Parcels Affected by to Least Most to Least Most to Least Noise Contours -Alternative Population Alternative Points Points Alternative Acreage Points Alternative Parcels 3874 1213 2913 3816 2703 28 2D 2E 786 2E 2B 2482 3795 785 11 20 2C 3 2D 3554 785 20 2453 2D 28 728 2E 2371 3202 1A 11 2C 2843 2A 583 2D 2A 2136 11 573 11 2B 1709 2E 1A 1861 Off Bas Off Bas Resident Populati Acreage al Parcel on Points Points Points Points Points 23 11 19 17 28 2C 15 Most total points is best alternative Summary of Eglin Area Population and Acreage Affected by Noise Contours* Alternative Population Change** Alternative Acreage Change** 2913 1113 1A 3202 380 1861 61 11 2843 23 2136 336 3874 1052 2A 2A 2B 2482 682 28 1709 1113 2453 653 3795 973 2C 2C 2D 2703 903 20 3554 732 2E 2371 571 3816 994 * From Tables 4-2, 4-8, 4-13, 4-18, 4-24, 4-30, 4-36. ** Change is from the 2010 Preferred Alternative Page 4 of 6





-----Original Message-----

From

Sent: Friday, July 12, 2013 5:27 PM To: Spaits, Mike GS12 USAF AFMC 96 TW/PA

Subject: F-35

Well let me wear two hats for this F-35 matter. First allow me to put on my old Kakis and respond as Commander Whalen, USN-ret. As such I have been around a heck of a lot of different aircraft. Frankly I do not think you can find anything that is louder than the old F-4's with the exception of a B-52. I don't know how all the tests we read about are done, but in my personal opinion, the F-35's that I hear are no more noisy than the F-15's that have been in our air space forever and are nowhere near as loud as the old F-4's, and yes I am taking about being directly under them on approach or take off. In all cases to me it is the sound of freedom and I am fine with it.

Now as a civilian, I am the CEO of Twin Cites Hospital which is just slightly east of runway 19's approach and take off clearance pathway. The aircraft do not bother any of us, not the staff, patients or visitors. I want to especially note that even the critical patients and their families in ICU have never mentioned any issue of noise from our Air Force neighbors. As a local business leader, and as a member of the community, the Air Force has always been spot on as a good neighbor, has never caused us any noise related concerns and has always been more than considerate of the civilians who surround the base.

Lastly while I am not wishing to toss stones at the F-35 antagonists who seem to all be in Valparaiso, I do have to wonder why they feel the way they do? They all knew they were moving into an area close to an air base and did so willingly. Some of the leaders of that view are former Air Force personnel and were such back when much noisier aircraft flew our skies. I have to ask myself what has changed? What is there real motive?

So in short I stand and humbly salute the Air Force and it's F-35 program and make no bones about saying so publically if you feel it would be of value.

David A. Whalen Chief Executive Officer



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3034 ----Original Message-----From: Dave Sent: Friday, July 12, 2013 9:59 AM To: Spaits, Mike GS12 USAF AFMC 96 TW/PA Cc: Dave Coggin Subject: F-35/ALT 1A I object to the implementation of ALT 1A. this involves the use of runway 19. The use of this runway would expose my home to noise levels of 70DB. According to the Environmental Protection Agency This level is high for safe human habitation.

If it is decided that ALT 1 is to be adopted I believe as the property owner I Should be compensated base on the property value of 2005, when the threat to our property rights was initiated. Davis H. Coggin

Public Hearing Written Comment Form

Eglin BRAC Revised Draft Supplemental Environmental Impact Statement (SEIS)

LOCATION: 15t BAPAGT CLIMPCH VALPARADOV FC DATE: 9 July 2013 THANK YOU FOR YOUR INPUT. PLEASE PRINTLEGIBLY SOME STATEMENTS About MY IN PERIONEL AND KHOWKEdge OF JOH AIRCRAST AND NOISE, I hAVE 22 YAS 3 day Active Duty Air Fonce AS A JET ENGINE MECKINE MECHANIC AND AIR CRAFT SUPERENHANDOND 7 months At MENO CORPATION AS AIR CRAFT MECHANIC 12 years 8 months As Air CRAFT MECHANIC. I hove EXPERIENCE ON NUMEROUGAINERFH 6xch AS, 853 KC135, CSA, CIGIA, C130, FIDE, FIDE, FILLB, FY, BLE, B57 FIDD, A4, T33, 12 AND Almost ALL JET HELLECOPYERS. It has Also bEEN MY EX PERENCE, THAT THE MILITARY MAS ALWAYS TOOK THE LOCAL COMMUNITY INFO CONSIDERATION, LUNING ALL PHASES OF MIGSIONES CONTINUE ON BACK FOR MORE SPACE individual respondents may request conflidentiality. If you wish to withhold your name or address from public review or from disclosure under the Freedom of Information Act (FOIA), you must state this prominently at the beginning of your comments. Such requests will be honored to the extent allowed by law. All submissions from organizations or businesses, and from individuals or officials representing organizations or businesses, will be made available for public inspection in their entirety Name: CHARLES E. LODNEY Organization: USAF RELIRES City/State/Zip: X Yes, include my name and address on the mailing list so I can receive information on the Eglin BRAC Final SEIS. ☐ No, do not include my name and address on the mailing list. Please mail this form to: Eglin AFB Public Affairs

Eglin AFB Public Affairs 96 TW/PA ATTN: Mike Spalts 101 West D Avenue, Suite 238 Eglin AFB, Florida 32542

Comments must be postmarked by July 29, 2013 to be considered in the Final SEIS.

PLEASE PRINTLEGIBLY AFTER LOOKING AT All The options LAY out IN THE STUDIES, MY RECOMENTION WOULD be TO MAKE THE PRINTING PUNWAY AT DUFE FIELD, WITH ANY OF THE STUER PUNWAY ASED FOR EMERGENCYS WITH EGIN AS LAST RESORTS.

DukE FIEld The Training Program Could be Continued , Eglin, with Proper Plaining, until The NEW RUNWAY 15 COMPLETED.

This RUNWAY WOULD NOT HYDIVE AND RESINGENTS IN THE TAKE OFF AND NORMAL LANding PAHERNEI

THANK YOU FOR Allowing ME TO HAVE MY SAHARS GERVED 4 YEARS IN THE MARINES DURING THE KOREAN WAR

Comments must be postmarked by July 29, 2013 to be considered in the Final SEIS.

From: S. C. Abbott

15 Jul 2013

Subj: Valparaiso vs. Air Force (F-35 flights)

To: Mr. Michael Spaits, 96 TW/PA, Public Affairs Office 101 West D Avenue, Suite 236 Eglin AFB, FL 32542

Dear Mr. Spaits,

I'm writing to you in regards to the Air Force's 14 Jun 2013 revised draft supplemental environmental impact statement (SEIS), which recommends Alternative 1A, use of both the present east/west and north/south runways for future F-35 flights .

It is my understanding that this recommendation would decimate the small city of Valparaiso (substantial reduction of number of usable residential and commercial properties, substantial reduction in property values of numerous properties, severe impact on city utilities, public works, and city government facilities).

When I retired from civil service at Eglin AFB approximately 5 years ago, the Air Force's published Core Values were (1) Integrity first, (2) Service before self, and (3) Excellence in all we do.

It is not clear to me how the SEIS-recommendation demonstrates these Core Values - particularly the first one. To put it another way, I do not understand how running roughshod over a small community simply because you are bigger and more powerful demonstrates "Integrity first".

Further, although I do understand that the SEIS-recommendation may be the easiest and cheapest alternative, I do not understand it to demonstrate "Excellence in all we do".

Thus, I'm requesting that the Air Force and the Government "Do the right thing" in this matter. It seems to me that the Air Force would be smarter in the long run to adopt alternative 1I (build another runway at Eglin), and I'm sure it would be a better demonstration of the Air Force's stated core values.

Thank you for your time and attention to my concerns.

Sincerely,

S. Carol Abbott

Cc: Mayor John B. Arnold

Carl L. Scott

July 10, 2013

Eglin AFB Environmental Public Affairs Attn: Mr. Mike Spaits 501 DeLeon Street, Suite 101 Eglin, AFB, Florida 32542

Dear Mr. Spaits:

The DOD and the various military departments have been making efforts to mitigate encroachment conflicts with their respective bases since the early 1970's. These efforts have all been aimed at preserving military base training and other operations from population growth and development. Interestingly, the military recognizes that encroachment is a two way street and makes reference to the expansion of military operations into civilian areas that potentially influence the military's ability to train its fighting forces and execute its missions. It would seem logical that the Department of Defense Office of Economic Adjustment (OEA), as the only federal government program that provides assistance to communities to help them work with the military to prevent and mitigate encroachment would be abreast of potential conflicts well in advance of them becoming issues. Yet, here we are discussing the potential harm to our community that comes as a result of the DOD not embracing their own policies on countering encroachment.

I personally believe the DOD knows years in advance of the technologies which will shape their future operations. Likewise, I believe the DOD knows as a consequence of these operations the different pressures that will be brought to bear on a community allowing ample time to create new infrastructure capable of negating any harm. This is especially true in a community like Valparaiso where no claim can be made as to our encroachment on the mission of Eglin. It is the Air Force that on the one hand is the regions best friend through its economic development opportunities and on the other our worst enemy in constantly placing the peace and tranquility of our community at risk. I think that given the amount of time Eglin has existed within the Valparaiso city limits and given the vast amount of land mass available to Eglin for its operations, new runways and various other infrastructures could have been built years ago that would have served to not disrupt our resident population or any conceivable mission assigned to Eglin now or in the future.

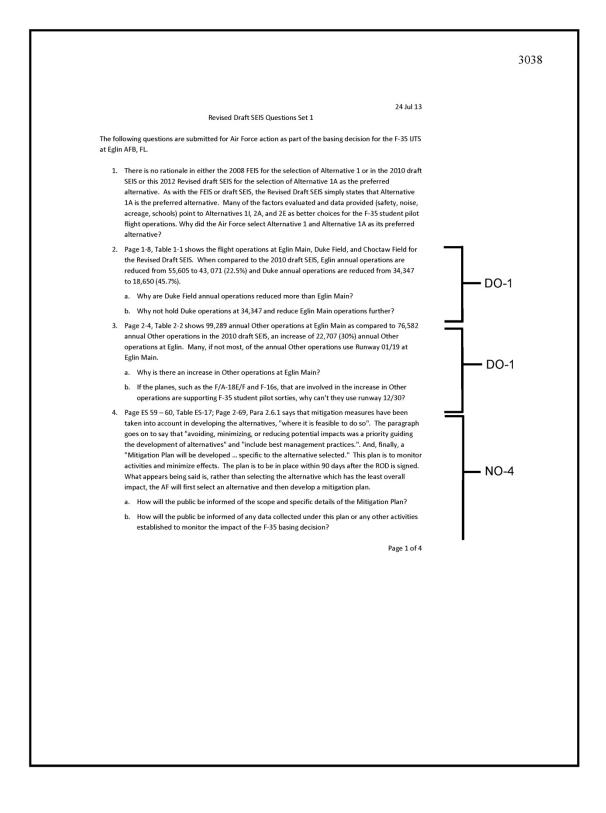
My last observation is directed at the political influence the DOD has on our elected officials in fabricating legislation. Even though the City of Valparaiso has done nothing to encroach on the mission of Eglin, it is the City that must make all the accommodations by State law. It is a fallacy in any suggestion that there exists collaboration to formulate solutions that are mutually acceptable to the military and its surrounding communities. This is exemplified in what will be required of the City of Valparaiso by the State of Florida in meeting any recommendations that the SEIS deems necessary. One of those will certainly be the requirement to adopt a building

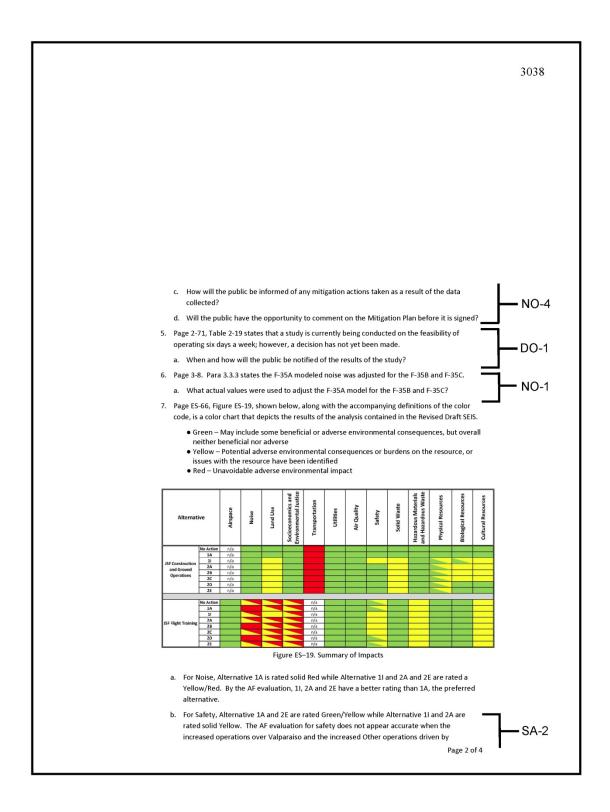
standard unique to our community that has no basis in the Florida Building Code, but is only contained in a report prepared for the U.S. Navy in April, 2005; a report that clearly indicates that no home above the 75 decibel contour line can be remediated to allow safe human occupation. And even if you could build a home in Valp between the 65 and 75 decibel contours, who would do it knowing it would cost 50 thousand dollars more than in one of our sister cities.

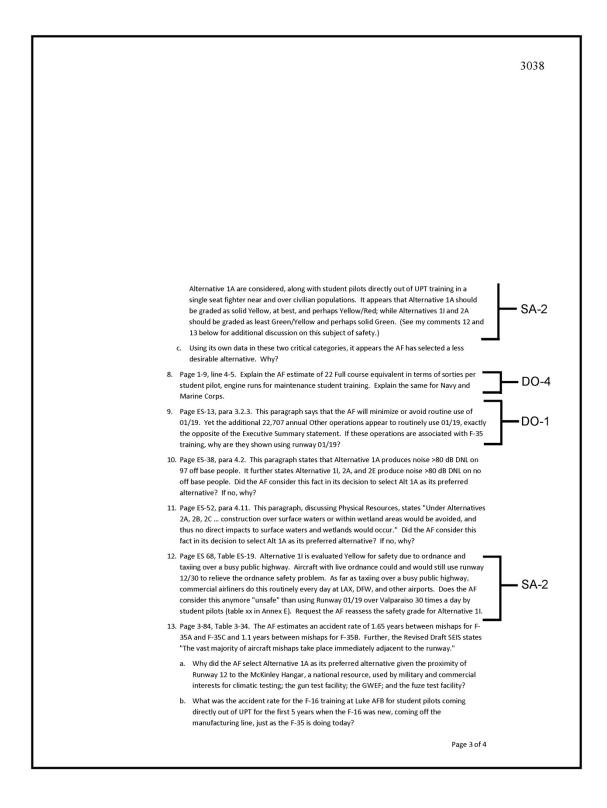
I just think it is a sad state of affairs that we are forced to constantly defend our community from the very entity we honor and respect in protecting our freedoms. It would be nice for the Air Force to stand up and do the right thing by choosing an alternative that has little to no human impact. Thank you for this opportunity to provide input.

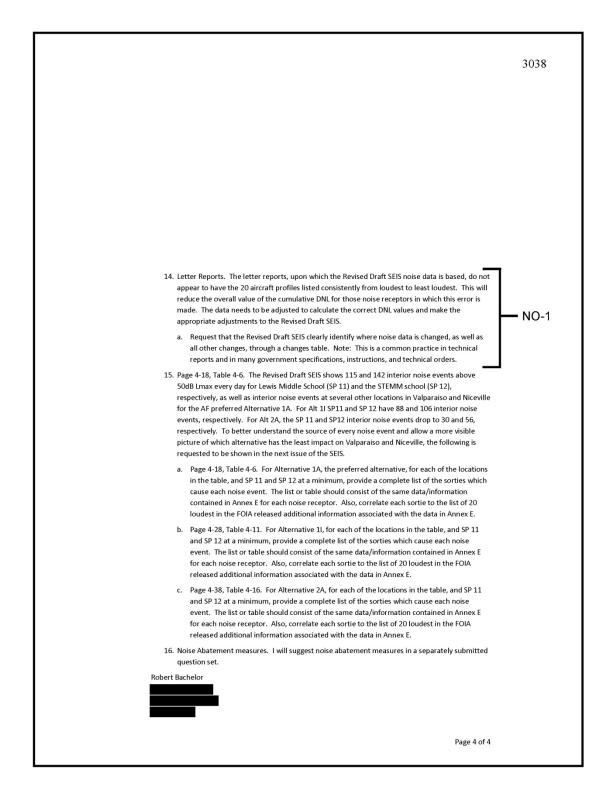
Sincerely,

Carl L. Scott









----Original Message---3039 From: Keith Lamm Sent: Wednesday, July 24, 2013 3:31 PM To: Spaits, Mike GS12 USAF AFMC 96 TW/PA Subject: Eglin BRAC Revised SEIS Sent from my iPhone Begin forwarded message: From: Keith Lamm Date: July 18, 2013, 7:25:00 AM CDT To: Edward Jones < Subject: Eglin BRAC Revised SEIS Dear Mr. Spaits, I am writing express my support for the F-35 program at Eglin. I believe the Air Force has made every effort to minimize the impact of any adverse effects the F-35's will have on the local communities. Having the F-35 program at Eglin is vital to our nation as well as our local economy. Not to belittle the opinions of a few but I am deeply concerned that the outcry from a small minority in our local communities is putting the F-35program at Eglin and Eglin's mission in jeopardy. The concern regarding the level of jet noise should not be an issue. Eglin has had an active military

runway before the majority of the homes were even built in the areas that they claim will be adversely impacted. There have been airplane crashes at and around Eglin in the past. There have been several aircraft that produce loud jet noise stationed at or have used the runways at Eglin in the past, such as F-4's and B-52's.

In closing, I would like to state my support for the F-35 program and Eglin's mission.

Keith Lamm



Sent from my iPhone

2

16 Jul 2013

Mr. Michael Spaits, 96 TW/PA, Public Affairs Office 101 West D Avenue, Suite 236 Eglin AFB, FL 32542

Dear Mr. Spaits,

This letter is in response to Mayor John Arnold's June 28th letter to Valparaiso residents regarding a meeting about the Air Force's June 14, 2013 revised draft supplemental environmental impact statement (SEIS), which recommended Alternative 1A, use of both the present east/west and north/south runways for future F-35 flights. Mayor Arnold encouraged residents who could not attend the meeting to submit their comments to you directly. Accordingly, my comments are provided below.

I have been a resident of Valparaiso for many, many years, and it is my understanding that a local resident donated the land to the Government to establish Eglin Air Force Base. For the Air Force to now turn around and destroy the city by implementing Alternative 1A is truly unconscionable!

I believe many of the homes most affected by the noise levels belong to elderly widows/widowers of long-ago-retired Air Force personnel. These people have already sacrificed much for their country. They are not wealthy people, and their home is likely their single biggest asset. These people would suffer great financial loss if the Air Force adopts Alternative 1A. Additionally, some of these elderly people have serious health issues, and having this Alternative forced upon them would likely cause premature deaths.

In my view, our Government wastes millions of dollars yearly on 'questionable' projects (a bicycle path along Eglin's main highway and building a new NCO club and then closing it are just 2 recent examples right on Eglin AFB). Further, our Government is constantly giving 'foreign aid' of one type or another to other nations (often to have us ejected or condemned by that nation afterward). Yet America's crumbling infrastructure and inability to fund needed projects are in the news daily. I believe our tax payers' dollars would be better spent on building a new runway on Eglin AFB (Alternative 1I) in order to meet America's own needs, support the F-35 program, and improve Eglin's infrastructure.

Alternative 1A throws the people of the communities that enabled Eglin AFB to begin with 'under the bus'. This is <u>not fair!</u> And I urge the Air Force to <u>build a new runway on Eglin</u> because it is the right thing to do.

Sincerely, Norma & Fink

Norma E. Fink

Copy to: Mayor John B. Arnold

Fred Benedick

July 19, 2013

Mr. Michael Spaits Eglin AFB Public Affairs Office 96 TW/PA 101 West D Avenue, Suite 236 Eglin AFB, FL 32542-5499

Mr. Spaits:

I am a resident of Valparaiso who stands to be significantly impacted by the planned F-35 flight training operations at Eglin Air Force Base if the Air Force implements its preferred alternative (1A). I attended the Public Hearing on the Revised Draft Supplemental Environmental Impact Statement (SEIS) held in Valparaiso on 9 July, and was truly appalled that the Air Force continues to propose a course of action that will overwhelmingly and disproportionately impact Valparaiso, when several other viable options are available.

I strongly urge the Air Force to select Alternative 1I or one of the other alternatives that will minimize the impact on Valparaiso. Since the implementation of Alternative 1A would change land use categories (and almost inevitably the associated property values) in affected areas of Valparaiso with no promise of compensation, it would be fundamentally unjust. If the Air Force is serious about being a good neighbor and working with the local communities, it is imperative that another alternative be selected.

Please include my above-stated comments in the public comments to the Revised Draft SEIS.

Sincerely

Fred Benedick Valparaiso Resident

FORT WALTON CONCRETE, INC.

July 22, 2013

Mr. Michael Spaits Eglin AFB Public Affairs Office 96 TW/PA, 101 West D Avenue Suite 236 Eglin AFB, FL 32542

Mr. Spaits:

My name is James E. Campbell, Sr., age 78, and my son is James E. Campbell, Jr., age 42. We represent our family owned businesses, Fort Walton Concrete and Crestview Ready Mix. We have hauled sand and gravel into the Eglin AFB since I was 16 years old, later going into the ready mix concrete business.

Through the years, we have seen how Eglin AFB has been a blessing for the little towns in the panhandle area. If it wasn't for the growth at Eglin AFB, the population of these towns would not be what they are today. We are glad to see our country grow in strength and power. Power can cause greater noises. But let's remember how in WWII had it not have been for the United States, Russia, China and Great Britian, the probability is that the world would not be at peace as it is today.

We do not want our wives, children and grandchildren tortured and killed as we have read and seen Germany, Japan and Italy do to countries they conquered until the United States went to war against them in 1941. So, let's be thankful for the sound of power to keep the enemy off the land of the USA. Let's be thankful that we have Eglin AFB with its sounds and sights to protect us for the future.

I thank you if my words can be used to support letting the F-35 jets come in as I am 100% in favor of Alternative 1A.

James E. Campbell, Sr.

JEC,Sr./el JEC, Jr./el

----Original Message----

From: Elaine Linzy

Sent: Monday, July 22, 2013 3:57 PM
To: Spaits, Mike GS12 USAF AFMC 96 TW/PA
Subject: F-35 at Eglin AFB / Ft. Walton Concrete comments on project noise

Mr. Michael Spaits,

My name is James E. Campbell, Sr., age 78, and my son is James E. Campbell, Jr., age 43. We represent our family owned businesses, Fort Walton Concrete and Crestview Ready Mix. We have hauled sand and gravel into the Eglin AFB since I was 16 years old, later going into the ready mix concrete business.

Through the years, we have seen how Eglin AFB has been a blessing for the little towns in the panhandle area. If it wasn't for the growth at Eglin AFB, the population of these towns would not be what they are today. We are glad to see our country grow in strength and power. Power can cause greater noises. But let's remember how in WWII had it not have been for the United States, Russia, China and Great Britian, the probability is that the world would not be at peace as it is today.

We do not want our wives, children and grandchildren tortured and killed as we have read and seen Germany, Japan and Italy do to countries they conquered until the United States went to war against them in 1941. So, let's be thankful for the sound of power to keep the enemy off the land of the USA. Let's be thankful that we have Eglin AFB with its sounds and sights to protect us for the future.

I thank you if my words can be used to support letting the F-35 jets come in as I am 100% in favor of Alternative 1A.

July 4, 2013

William and Analaura Bellamy



Mr. Mike Spaits
Eglin Air Force Base Public Affairs Office
101West D. Avenue, Suite 236
Eglin AFB, Fl.32542-5499
spaitsm@eglin.af.mil.

Subject: Jet Noise Consequences

To whom this will concern:

We want the F-35 planes to come to Okaloosa County just as much as anyone. We want the city and county to succeed financially, which will happen by the growth of Eglin Air Force base and its successful missions.

This new fighter plane is a single seat plane with no back-up pilot. The Air Force has already stated it is expecting crashes to occur. If I had to guess when this would occur it would be on take off or landing. Yes, right over the homes in question. What are the lives of people worth? Surely this must be the first consideration when we look at using runway 01/19 as the Air Force wants. If the selection of this runway is the most economical solution then the purchase of the homes subjected to noise levels above 65 decibels and greater must be considered.

What is the plan for these residents that live in the areas subjected to noise levels of 65 decibels or greater? No one is addressing the 400+ homes that will be subjected to noise levels of 65 decibels and above making their homes uninhabitable. I asked the question at an earlier meeting with the Air Force in October 2010 "Is the Air Force, county or state going to buy my home at a fair market price". This question has not been answered.

Sincerely

William and Analaura Bellamy

24 July 2013 Mr Michael Spaits, Eglin AFB Public Affairs Office, 96 TW/PA 101 West D Avenue Suite 236 Eglin AFB FL 32542

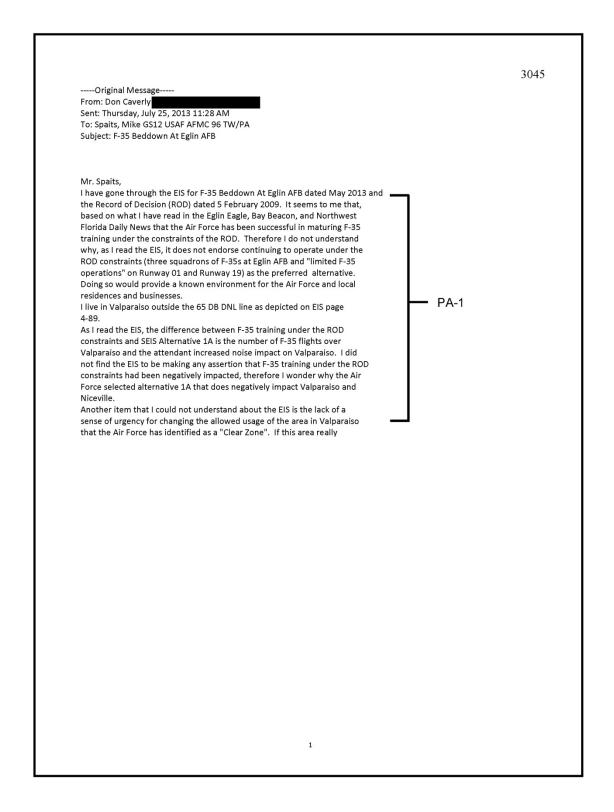
Dear Mr Spaits

In reference to the F-35, the noise is one thing, but we are used to it, the degradation of our property is, however, frightening! Please remember that many, many of the property owners in the proposed affected area were themselves active Air Force members for any amount of years...10, 20, 30 plus. The Air Force was a primary focus, and remains so for all their lives. Many retired at a time when monthly AF pay was minimal and pensions likewise; however, they retired on it and bought houses in Valparaiso. Many of their children who attended school while their parents were stationed at Eglin also stayed here, or moved back as it was home to them. They, too, invested in Valparaiso property and supported the schools and businesses that make up the town.

Please consider these lifetime Air Force people who have pride and history in their service. Resolve that the flight plan you choose affects the fewest and does not destroy a small city that has been here since the inception of Eglin AFB.

Yours sincerely

Maureen a. McCain



has an increased probability of being impacted by an aircraft mishap, it would seem appropriate for some government agency to initiate action to reduce the adverse results of such an impact. I could not identify where in the EIS the impact of weather parameters on F-35 flight operations is considered. Weather conditions such as inversion layers and wind velocities may significantly effect the impact of F-35 generated noise on residences, businesses, schools, etc. Thank you for the opportunity to comment on the EIS For F-35 Beddown At Eglin AFB	3045
Don Caverly E-mail	

3046 -----Original Message-From: judi arnts Sent: Friday, July 26, 2013 7:48 AM To: Spaits, Mike GS12 USAF AFMC 96 TW/PA Subject: Eglin BRAC Program Good Day Mr. Spaits, I would like to submit my comments for the public hearing that was held on 9 July 2013 in Valparaiso. After listening to the military briefing, I was must say as there could have been better information afforded the community than Eglin AFB provided. As a civilian that works at Hurlburt Field, a military spouse of more than 24 years, and a member of this community since 1991, the issues are avoidable if the all the information is put on the table. After reviewing your pamphlet, it appears that the alternatives mentioned would be costly in the terms of fuel to taxi to the other fields/flight line. Utilizing the east/west flight line since it is on the side of the base where the F-35 is currently hangered is the most logical choice. Also, it might have added to the benefit of all involved if you could have included in your study all the affects of all the aircraft affecting the area, not just the F-35. With having Eglin, Hurlburt, Duke, NO-1 and Whiting Field plus the airport all competing for range, air, and runway time, this may give the civilians in the area an idea to what assets the military have and how it is utilized in this area. This may also demonstrate the different challenges that all the communities face as well, knowing full well there is a range may be in back yard. There are planes and helicopters even flying over the beaches and gulf of Mexico over boats, so it even affects the tourists. The base commanders and the mayors of all the cities in Okaloosa County must come together to discuss this issue. The aircraft that fly in the airspace does not just affect Valparaiso, it affects the citizens that work on Eglin

AFB as well as Niceville and Shalimar. What about the F-16? It is very loud, does this not bother anyone?But what Mayor Arnold does not care to acknowledge is that the other cities also deal with aircraft noise, the C-130U aircraft dropping their shells or shooting their guns out in Navarre or north of Niceville. There is the constant flow of airplanes coming in and out of VPS, flight patterns coming over Ft Walton Beach, Niceville, Destin, Mary Esther, and all the other cities in the counties. There is also the Destin airport with their planes as well. What about Duke Field, there are aircraft out there, flying up near and around Crestview. Does that community have any issues that Mayor Arnold seems to be oblivious? No, because no one else has any issues. This is a military community that understands their is some give and take with training. When you live around an Air Force base that has airplanes, there will be noise.

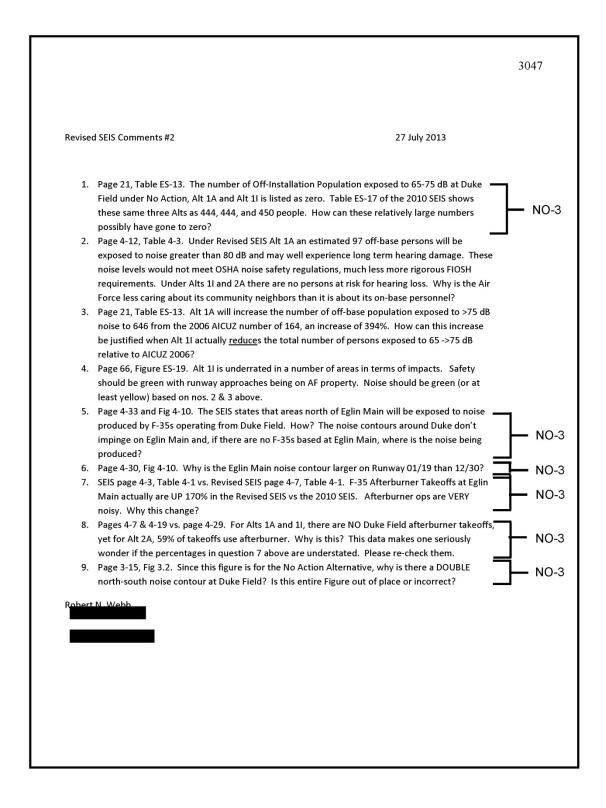
There is no one in this county that is unaffected by aircraft at some point. Eglin AFB has been active in this community for 75 years. Where was Mayor Arnold when all the other aircraft over the past 75 years was making noise? Was he not an elected official for the past 50 years? Is this something new to this town? I am very confused.

As a resident for the past 23 years, I have lived in Ft Walton Beach, owned a home in Mary Esther, and now own a home in Niceville. I love this area and cannot imagine living anywhere else. We had a short PCS to Germany, and I truly missed hum of the C-130's as they sit on the runway. I am so blessed we are here and I can see and hear the Air Forces assets in action. I believe this community would be devastated if the F-35 program was cancelled and moved to another base. We cannot let Eglin become a BRACed base. With the AFMC already moving part of its mission to Edwards and Wright-Patterson, we as a community need to rally, come together and support the program we have in place. If we do not, I am sure the Air Force will BRAC the whole base and we will loose in the end. Please do what you can to keep the program alive and well here. I love to watch ALL aircraft training, to know that one day they will protect me and my family wherever they may be called to go.

Regards,

Judi Arnts

2



----Original Message-----

From:

Sent: Saturday, July 27, 2013 10:24 AM To: Spaits, Mike GS12 USAF AFMC 96 TW/PA

Cc: mayor@valp.org

Subject: Written Comments- Eglin BRAC Revised Draft SEIS

Public Hearing Written Comment Form Eglin BRAC Revised Draft Supplemental Environmental Impact Statement (SEIS) 27 July, 2013

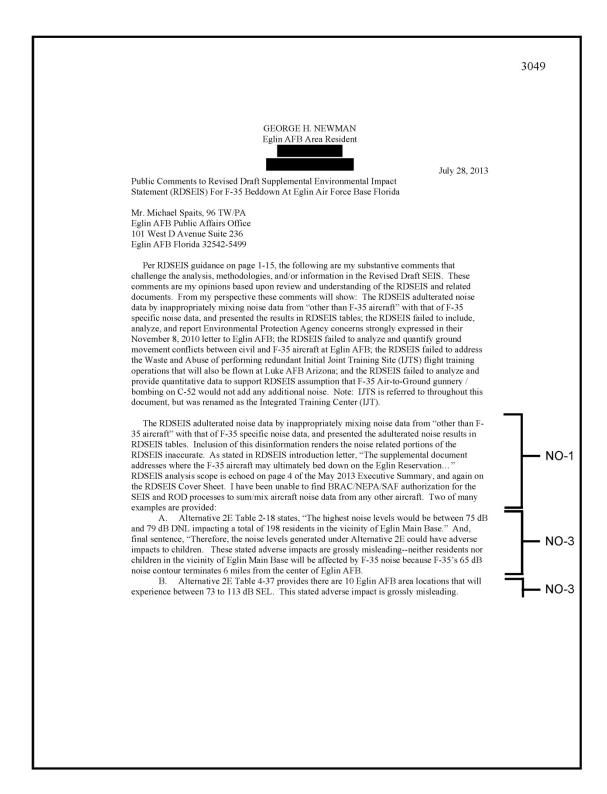
To:

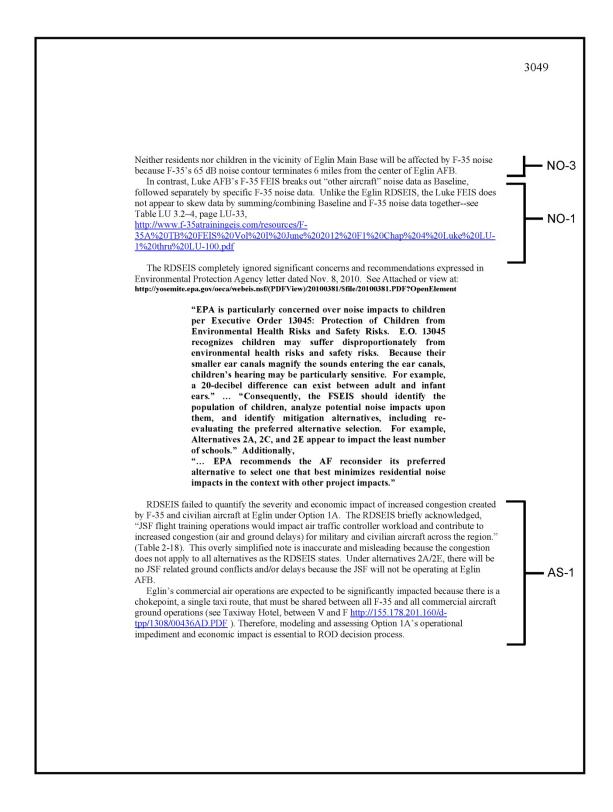
Mr. Michael Spaits Eglin AFB Public Affairs Office 96 TW/PA 101 West D Avenue, Suite 238 Eglin AFB, FL 32542

I request confidentiality. Withhold my name and address from public disclosure under the Freedom of Information Act (FOIA).

-----Currently on Eglin AFB, our newest, most stealthy Top Secret F-35 fighter/bomber is being parked, operated, and maintained within plain view of every passenger, crew member,and airport worker at NW Florida Regional Airport. All anyone in the world who wants a close up view of this state-of-the- art 150 million dollar plane has to do is buy a plane ticket to Fort Walton Beach. Our enemies have most certainly "set up shop" at NW Florida Regional Airport to gather as much intelligence as they can about this aircraft. Why wouldn't they? It's too easy. I can't imagine any other country in the world placing a new military aircraft in such a vulnerable location, security-wise. Air Force officials in charge of protecting detailed characteristics of the F-35 should:

3048 1) See that it is moved to a more secure location like Duke Field, or 2) Close Eglin Main to non-military aircraft. -----Everywhere the F-35 is based there will be noise issues. As long as the Air Force insists on overflying Valparaiso, the F-35 noise issue will grow and spread, and the harder it will be to base this plane anywhere. -----With 82,000 F-35 events a year in a training environment on Eglin, has the FAA decided regular commercial flights can continue to operate safely? -----When Congress makes future BRAC decisions concerning Eglin, the F-35, and the Test Wing, leaving such valuable assets right smack in the middle of Hurricane Alley may not be the smartest thing to do. From the ever-increasing premiums being charged local policy holders, the Property Insurance Industry has obviously determined this area to be at critical risk from devastating storms. -----Why should residents of Valparaiso care about the economic welfare of the rest of the county when their own homes have been rendered unlivable and nearly worthless by the USAF? Why wouldn't Valparaiso homeowners become activists to close Eglin AFB? If Okaloosa County and the Air Force are looking to the future and new BRAC decisions concerning Eglin, they would be smart to join Valparaiso and Mayor Arnold in finding a solution to the F-35 noise problem. Viable solutions exist that don't include hundreds of ear-splitting, bone-jarring low level F-35 events every day over Valparaiso. If BRAC decides to close Eglin, don't blame the residents of Valparaiso. Blame the Air Force and the rest of the county for failing to rally around their sister city to find a solution. **USAF Retired**





The RDSEIS failed to address and analyze the Waste and Abuse of performing redundant RTU flight training that will be accomplished at Luke AFB Arizona. As such, the RDSEIS included an excessive number and type of training sorties (air-to-air, air-to-ground, low-level navigation, air-refueling...) into RDSEIS noise models.

Putting F-35 IJTS flight training requirements at Eglin AFB into perspective:

- BRAC 2005 established the limit of IJTS flight training as, "...teaches entry-level aviators and maintenance technicians how to safely operate and maintain the new Joint Strike Fighter (JSF) (F-35) aircraft." (BRAC Report, Vol VI, May 2005)
- Record of Decision repeated BRAC 2005 flight training scope on page 4, and further clarified on page 8, "F-35 flight training will include instructor training, transition / conversion training, refresher/requalification training as well as initial pilot qualification training." (SAF/IE Record of Decision, 5 Feb 09)

Luke AFB's F-35 RTU flight training programs will provide essentially the same flight training as the RDSEIS portrays: Luke will provide full-scale RTU training for U.S., Australian, Italian, Turkish and Norwegian pilots with 144 F-35 aircraft. Supporting this, Luke's Academic Training Center is budgeted for \$54 million, \$10 million for Squadron Operations building, and \$6 million for the Aircraft Maintenance Unit. Starting with the second squadron, the operations and maintenance facilities will be combined in new \$18 million buildings. http://www.azcentral.com/community/glendale/articles/20130719luke-air-force-base-prepping-for-arrival-of-f-jets.html?nclick_check=1

BRAC's IJTS flight training limits were clearly delineated, assumedly with the understanding that a full-scale F-35 RTU would follow/replace IJTS. However, BRAC direction to teach entry-level aviators how to safely operate the JSF has ballooned into what will soon be completely redundant RTU flight training events. Assuming Eglin's IJTS program executes and spends man/flight hours to redundantly fly Luke AFB's RTU syllabus, IJTS flight training will be unjustifiably wasteful and an abuse of tax dollars.

RDSEIS failed to accomplish modeling and detailed noise analysis regarding planned IJTS Air-to-Ground gunnery training which includes cannon fire and detonation of 300+ live bombs on Range C-52. C-52 is seven miles from populated neighborhoods (see following photo) where live bomb detonations effect tremendous shock wave and impulse noise on the local residential communities. Additionally, aggressive air-to-ground gunnery flight maneuvering requires the application of the highest power settings which result in extreme jet noise. Therefore, detailed noise analysis regarding IJTS Air-to-ground gunnery training, cannon fire, and detonation of 300+ live bombs on Range C-52 is essential. Without such analysis, ROD decision maker(s) cannot adequately assess noise impact(s) of C-52 IJTS training on nearby residential

NO-2



Note: There is neither value added nor requirement to expend live bombs to train F-35 pilots. Dropping live bombs by experienced fighter pilot "students" provides nothing to the training experience. Additionally, carriage of live bombs in the vicinity of our populated neighborhoods and expending them seven miles from our homes (especially when accomplished by foreign and inexperienced students) results in substantial risks and severe detonation shock waves. See the following for emphasis: https://breakingdefense.com/2013/07/22/us-bombs-australia-sort-of-awkward-for-pacific-strategy/ "Australians are understandably upset after US Marine Corps AV-8B Harriers, participating in a joint US-Australian exercise called Talisman Saber, jettisoned two bombs into the waters of the Great Barrier Reef."

In conclusion, The RDSEIS adulterated noise data by inappropriately mixing noise data from "other than F-35 aircraft" with that of F-35 specific noise data; the RDSEIS failed to include, analyze, and report Environmental Protection Agency concerns strongly expressed in their November 8, 2010 letter; the RDSEIS failed to analyze, quantify, and report ground movement conflicts between civil and F-35 aircraft at Eglin AFB; the RDSEIS failed to address the Waste and Abuse of performing redundant flight training operations; and the RDSEIS failed to analyze and provide quantitative data that supports RDSEIS assumption that bombing on C-52 would not add any additional noise.

GEORGE NEWMAN Eglin Area Resident

One Attachment:

EPA Letter to Eglin AFB dated November 8, 2010 (First 4 of 13 pages)



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 4 SAM NUNN
ATLANTA FEDERAL CENTER
61 FORSYTH STREET
ATLANTA GEORGIA 30303-8960

November 8, 2010

Mr. Mike Spaits, Eglin AFB Public Affairs Office, 96 ABW/PA, 101 West D Avenue, Suite 110, Eglin Air AFB, FL 32542-5499.

Subject: EPA NEPA Comments on U.S. Air Force (AF) Draft Supplemental Environmental Impact Statement (DSEIS) for the F35 Beddown Eglin Airforce Base (AFB), Florida; CEQ No. 20100381; ERP No. UAF-E15001-FL

Dear Mr. Spaits:

Consistent with the U.S. Environmental Protection Agency's (EPA) Clean Air Act (CAA) § 309 and National Environmental Policy Act (NEPA) § 102 (2)(C) responsibilities, EPA rates this DSEIS as "EC-2.1" EPA's identified environmental concerns ("EC"), where additional environmental information is needed ("2") are focused in the areas of noise and water quality impacts which are briefly outlined below and in detail in the enclosed comments.

Background

The DSEIS' primary purpose is to convey the AF's analysis of: 1) the beddown location, operational alternatives and mitigations for the delivery of 59 F-35 Primary Aerospace Vehicles Authorized (F-35) and 2) joint strike force (JSF) flight-operations alternatives to allow efficient pilot training, de-conflict flying operations with other military and civilian operations, and reduce or avoid noise impacts on sensitive receptors. The F-35 is a supersonic, single-seat, single-engine plane. F-35 beddown requirements are for three multi-forces squadrons: an Air Force squadron with 24 F-35A aircraft for Conventional Take-Off and Landing (CTOL), a Marine Corps Fleet Replacement Squadron with 20 F-35 aircraft designed for Short Take-Off Vertical Landing (STOVL), and a Navy Fleet Replacement Squadron with 15 F-35 aircraft, the Carrier Variant (CV) having large, foldable wings used by the Navy.

 $^{^1}$ See enclosed EPA-rating-system criteria definition document. 3 P, 1-6, 4 P, 1-3

In the DSEIS, the AF analyzed a range of alternatives to maximize the number of flight training operations to be conducted on the Eglin Reservation, preserve restricted airspace to the training operations to be conducted on the Egin Reservation, preserve restricted airspace to the greatest extent possible, and protect the military value of Egin AFB as a major range test facility base to support all existing and future military missions. Each alternative consists of a main operating base (MOB) and 2 auxiliary fields. In the preceding 2009 Final EIS (FEIS), 12 candidate MOBs and 37 candidate auxiliary fields were evaluated and narrowed down to 3 MOB candidates and 4 auxiliary field candidates. Six alternatives carried forward and a new one added for further analysis in the DEIS. The DSEIS identified the preferred alternative to be Eglin as the MOB and Choctaw and Duke Fields as the auxiliary fields. The preferred alternative eliminates the runway flight restrictions limiting the F-35's use to only one of Eglin's three runways⁶ (the DSEIS' "no action" alternative) because the majority of public comments on the 2005 JSF Decision⁷ concerned aircraft-noise impacts to the public, human health, and residential property values.

EPA's Concerns

Noise and water-quality impacts are EPA's two primary concerns. Under the preferred alternative, 1,174 off-installation residents near Eglin Main Base would be impacted by noise atternative, 1,1/4 ori-installation residents near Eighn Main Base would be impacted by noise levels exceeding 75 Day-Night Average Sound Level (DNL). Additionally, 21 on-installation buildings and those who work in the vicinity would be exposed to noise levels exceeding 80 DNL.* According to the DSEIS, community response to noise in areas exposed to noise greater than 75 DNL can be expected to be "very severe." The Federal Aviation Administration (FAA) determines noise exposure at or above 65 DNL to be incompatible with residential land use

According to the DSEIS, significant noise exposure to local residents is predicted for all alternatives. Because the mitigation discussed in the DSEIS is primarily limited to aircraft operations, EPA recommends the Final SEIS (FSEIS) discuss mitigation to address residential noise exposure and the prospective Record of Decision should provide commitment targets for residential mitigation. Recommendations include: 1) residential mitigation (home buyouts and soundproofing) starting with those residences located in the highest (noisiest) contours; 2) greater use of auxiliary airfields, assuming that significant incremental increases recognized by FICON¹¹ do not result or are mitigated; and 3) flexibility in the implementation of military no-fly days to overlap with holidays and weekends. EPA also recommends "on-installation pers

⁵ Proposed Implementation of the Base Realignment and Closure (BRAC) 2005 Decisions and Related Actions at Eglin AFB, FL Final Environmental Impact Statement (FEIS).

*Air Force's 2009 ROD, Implementation of Base Realignment and Closure (BRAC) 2005 Decisions for the Joint Strike Fighter (1959) Initial Joint Training Site (JTS), Eglin AFB, Florida.

*Proposed Implementation of the Base Realignment and Closure (BRAC) 2005 Decisions and Related Actions at Eglin AFF, FL Final Environmental Impact Statement (FEIS).

*P. 4.4.

^{*}P. 4.4.

*The National Academy of Sciences 1977 report, Guidelines for Preparing Environmental Impact Statements on Noise (CHABA, 1977), see p. 4-7.

*http://www.faa.gov/airports/environmental/environmental_desk_ref_media/desk_ref_chap5.pdf_and http://www.faa.gov/airports/airjoudance_letters/media/PGI_05-04-pdf

*Federal Interagency Committee on Noise.

expected to be exposed to high noise levels should be noise-protected consistent with OSHA12

Mitigation in the form of the least environmentally damaging alternative consistent with the mission should minimize public noise impacts. The preferred alternative appears to expose the most residents at Eglin MOB to noise impacts compared to the other presented alternatives. Alternatives 2A and 2E appear to reduce the overall residential noise exposure levels to the public. But Alternative 2E may add significant residential noise impacts at Duke Field.

Consequently in the ISEIS EPA exportments the AE recognitive its preferred alternative to Consequently in the FSEIS, EPA recommends the AF reconsider its preferred alternative to select one that best minimizes residential noise impacts in the context with other project impacts. The significance of selecting an alternative with minimal noise (and other) impacts is that such an alternative would minimize the need for mitigation and interaction with Department of Defense (DoD) policy that may limit off-installation residential noise mitigation.

EPA is particularly concerned over noise impacts to children per Executive Order 13045: Protection of Children from Environmental Health Risks and Safety Risks. E.O. 13045 recognizes children may suffer disproportionately from environmental health risks and safety risks. Because their smaller car canals magnify the sounds entering the ear canals, children's hearing may be particularly sensitive. For example, a 20-decibed difference can exist between adult and infant ears. ¹³ All seven alternatives analyzed in the DSEIS, including the no action alternative, indicate a concern for noise impacts to children. While the DSEIS alternatives analysis discussed the number of schools and day-care centers potentially impacted, it did not analysis discussed in the future of scientists and cap-care centers potentially impacted, it and not discuss the actual number of potential children, e.g., students, residents, etc., exposed to potentially detrimental noise impacts or identify mitigation measures to diminish the noise impacts. Consequently, the FSEIS should identify the population of children, analyze potential noise impacts upon them, and identify mitigation alternatives, including re-evaluating the preferred alternative selection. For example, Alternatives 2A, 2C, and 2E appear to impact the least number of schools. While certain alternatives having a lesser noise impact to children may instead have a greater potential for stormwater runoff impacts to water quality, water quality impacts may be more easily mitigable than noise impacts to children

Consistent with Executive Order (EO) 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, the FSEIS should consider the recommendation for the AF to establish a noise effects working group for Eglin AFB because EPA is concerned about the proposed and foreseeable increases in noise exposure to area residents, particularly children and EJ populations. Additionally, the FSEIS should docur the numbers and percentages of low-income and minority residents within the 65-70 and 70-75 DNL noise contours.

Regarding EPA's water-quality concerns, the FSEIS should address stormwater pollution/runoff and erosion control measures taken to prevent the severe erosion associated with the use of the 20-millimeter aircraft gunnery training target maintenance practices. This previous gunnery training has caused severe erosion of the headwater stream slope of Burntout Creek and altered wetland habitats, Burntout Creek Headwaters. EPA is concerned over continued impacts

Occupational Safety and Health Administration.
 www.childrenshearing.org/custom/hearing_health.html

	3049
4	
to waters of the U.S., and encourages changes to minimize and mitigate these impacts be reflected in the FSEIS. Additionally, the FSEIS should address stormwater pollution/runoff and erosion control measures taken to prevent the severe erosion associated with the use of TA C-62. The FSEIS should address whether increased gunnery training will increase stormwater runoff/pollution and erosion-related issues for existing target areas and what mitigation measures will be taken, e.g., vegetation buffers surrounding the area to minimize erosion impacts to streams.	
Thank you for the opportunity to review and provided comments. The enclosure provides more details regarding EPA's concerns with the proposed action as described in the DSEIS. If you wish to discuss this matter further, please contact Beth Walls (404-562-8309 or walls.beth@epa.gov) of my staff.	
Sincerely, Hoinz J. Mueller, Chief	
NEPA Program Office Office of Policy and Management	
Enclosures: Summary of Rating Definitions and Follow Up Action EPA's detailed comments on the DSEIS	

3049 SUMMARY OF RATING DEFINITIONS AND FOLLOW UP ACTION 1 **Environmental Impact of the Action** LO-Lack of Objections
The FPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal. EC-Environmental Concerns
The EPA review has identified environmental impacts that should be avoided in order to fully protect the
environment. Corrective measures may require changes to the preferred alternative or application of mitigation
measures that can reduce the environmental impacts. EPA would like to work with the lead agency to reduce these EO-Environmental Objections

The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts. EU-Environmentally Unsatisfactory
The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potential unsatisfactory impacts are not corrected at the final EIS sate, this proposal will be recommended for referral to the CEQ. Adequacy of the Impact Statement Category 1-Adequate
The EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alterative and
those of the alternatives reasonably available to the project or action. No further analysis or data collecting is
necessary, but the reviewer may suggest the addition of clarifying language or information. Category 2-Insufficient Information
The draft EIS does not contain sufficient information for the EPA to fully assess the environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS. Category 3-Inadequate
EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the
action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of
alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant

¹ From EPA Manual 1640 Policy and Procedures for the Review of the Federal Actions Impacting the Environment.

3049 s on the F-35 Beddown at Eglin AFB DSEIS (Nove Enclosure: EPA's Comments on the F-35 Beddown at Eglin AFB DSEIS Aircraft Noise Exposure . Contour Depiction - Figures depicting noise contours for the No Action Alternative used Contour Depiction — Figures depicting noise contours for ne No Action Atternative used color-coding and showed noise levels up to 95+ DNL (e.g., Fig. ES-5). We assume that such high levels only occur on airfield property as opposed to outside the airfield boundary where residences would be exposed. The FSEIS should discuss this. On the other hand, noise contours for action alternatives used described contour lines and only showed a maximum contour line of 85 DNL (i.e., 85-90 DNL). However, if there are off-airfield residents living in higher contours (e.g., 90 DNL), those contours should also be depicted in the FSEIS. <u>Table ES-17</u> – EPA's main concern with DoD airfield noise impacts is the level of noise exposure on local residential populations. Table ES-17¹ enumerates the number of people exposed to project military aircraft noise levels by alternative. Contour Increments: The FSEIS should further dissect Table ES-17's noise intervals into
conventional 5 DNL increments to provide specific data, particularly for the higher
contours. The provided >75 DNL contour should be subdivided further if off-airfield
residents are living in contours elevated above 85 DNL. For example, contours should disclose the maximum levels of exposure to the off-airfield residents for each alternative, such as 75-80 DNL, 80-85 DNL, 85-90 DNL and >95 DNL contours. Similarly, the provided 65-75 DNL contour should also be subdivided into 65-70 DNL and 70-75 DNL contours. o Noise Exposure Levels: Table ES-17 shows that the No Action alternative would minimize aircraft noise exposure relative to several other alternatives. We assume operation of the to-be-delivered 59 F-35s is incorporated in these noise exposure data. The FSEIS should clarify this. If so, consideration should be given to the No Action alternative and continuing the restrictions provided by the 2009 FEIS since noise exposure impacts are comparatively low (unless this alternative is inconsistent with the SEIS purpose and need or BRAC realignment).

o Table ES-17 shows that Alternatives 2A' and 2E⁴ have the least aircraft-noise residential exposure with levels comparable to the No Action, which has the least public noise exposure. Additionally, both 2A and 2E exhibit considerably reduced exposure levels compared to the preferred alternative.1 ¹ P. ES-26.
² Po. Action: 1,809 residents within 65-75 DNL and 270 residents within >75 DNL at Eglin Main; 444 residents within 65-75 DNL at Duke Field; and no residents within 65-7 DNL at Choctaw Field.
³ All. 2. Al. 1,801 residents within 65-75 DNL and 194 residents within >75 DNL at Eglin Main; 414 residents within 65-75 DNL at Duke Field; and no residents within 65-75 DNL at Choctaw Field.
⁶ All. 2. El. 1,797 residents within 65-75 DNL and 194 residents within >75 DNL at Eglin Main; 781 residents within 65-75 DNL and 194 residents within >75 DNL at Duke Field; and no residents within >75 DNL a 65+ DNL at Choctaw Field. 65+ DNL at Choctaw Field.

3 Alt. 1A: 2,289 residents within 65-75 DNL and 1,444 residents within >75 DNL at Eglin Main; 444 residents within 65-75 DNL at Duke Field; and no residents within 65+ DNL at Choctaw Field.

EPA's Comments on the F-35 Beddown at Eglin AFB DSEIS (November 8, 2010)

- EPA recommends the DSEIS preference for 1A should be reconsidered or fully mitigated because it would generate the highest levels of noise exposure to local residents of all the presented alternatives, and therefore could result in public health and quality of life concerns
- The FSEIS should clarify the noise impacts associated with 69 versus 59 F-35's at Eglin AFB. The SEIS states, "[i]n addition to the Primary Aerospace Vehicle Authorized (PAA) described here, the JSF JJTS plans to periodically operate approximately 10 additional F-35s at Eglin AFB for a period of one to four months at a time.⁶⁰⁰ This statement appears to indicate 69 F-35s will be based at Eglin while the DSEIS' noise analysis appears to be based upon 59. The FSEIS noise analysis should reflect the burden associated with 69 F-35s, particularly considering the affected residences and communities.
- The FSEIS should explain whether the 232 fly days are the same days for all: Airforce, Marines, and Navy. It is unclear whether the three armed forces will observe the same 133 "no fly" calendar days. The DSEIS states that "[o]n average, approximately 80 sorties would be conducted per day, of which approximately 21 would be for CTOL students (i.e., AF), 31 for STOVL students (i.e., Marines), and 28 for CV students (i.e., Navy). And due to certain
- Initiary no-fly days, the aircraft would fly only 232 days in a year.\(^2\)
 The FSEIS should clarify the total number of landings and take-offs per day, per year expected at Eglin AFB. However, the DSEIS does not provide such numbers of operation. For example, it states the Marine Corps planning factor is for 250 landings per student for the entire training syllabus. The Navy was to build a syllabus allowing each student to achieve at least 100 landings before beginning the Field Carrier Landing Practice (FCLP) phase, approximately 2 per sortie. The FCLP phase has remained the same, with 10 landings p flight. § This information does not readily lend to calculating the expected number of F-35 landings and take offs per day, per year.
- The FSEIS should address the Eglin's Airforce Research Laboratory, Munitions Directorate, F-35 Noise-Measurements April 2009 Study findings⁹: 1) the average person would estimate the F-35 to be two three times louder when landing than any Eglin-based aircraft; 2) it is reasonable to expect the F-35s with a 40,000 lb thrust engine would be in fact noisier than the F-15/F-16's with 23,770 lb engines that are currently based at Eglin; 3) irreversible hearing damage can result from repeated high-noise-level exposure over periods of time; 4) high F-35 noise levels will be problematic both on and off base; 5) the proposed F-35 operations exceed the National Institute for Occupational Safety and Health (NIOSH) recommendations for maximum sound exposure per day, e.g., for F-35 take off level of 121 dB (@ 1,000 ft altitude only I takeoff/day would be allowed (Note: The SEIS does not indicate the number of takeoffs or landings that would occur per day – see comment above); 6) the F-35 landing approach level of 105-106 dB at 500 ft altitude calls for 20 – 28 more passes per day than allowed under NIOSH's recommendations; and 7) beddown of the F-35 aircraft at some location deep in the Eglin Land Range Complex, e.g., Duke Field, is the only option that will reduce noise to acceptable levels in established communities surrounding Eglin Main.
- The FSEIS should address the preceding 2009 FEIS noise findings that the F-35 at 2,000 ft above ground level (AGL) is louder than the F-16 at 300 ft AGL.

http://tucsonforward.com/wp-content/uploads/2009/12/F 35 Noise Measurementsver4 2.pdf

3049 EPA's Comments on the F-35 Beddown at Eglin AFB DSEIS (November 8, 2010) . The FSEIS should discuss the F-35 flying altitude associated with the proposed F-35 training at Eglin, and if altitude (as opposed to only take-off and landing operational noise) was considered in the noise study. The SEIS did not address this issue. For example, Table 3-1 indicates Eglin AFB Existing Airspace ranges from 300 ft AGL floor to unlimited ceiling.¹⁰ The FSEIS should discuss whether the F-35 will be flown at 300 ft AGL, at what frequency, and where. According to the 2009 FEIS, the F-35 noise level at 300 ft AGL is 133 dB while the NIOSH maximum recommended daily exposure levels for 121 dB is 7 seconds.

o Table 3-1 indicates low altitude training for the "military training route" is 1,500 ft AGL. The 2009 FEIS does not provide the F-35 dB level for 1,500 ft, instead it provides the F-35 noise level for 1,000 ft at 121 dB and 2,000 ft at 112 dB. The FSEIS should discuss whether the F-35 will be flown at 1,500 ft AGL, at what frequency, where, and provide the noise level for 1,500 ft AGL. The United States Marine Corps (USMC) F-35 May 2010 draft EIS Frequently Asked Questions (FAQ) indicates the F-35B will conduct 99 percent of its operations above 5,000 AGL. According to the 2009 FEIS Eglin noise study, the F-35's noise level at 5,000 AGL is 99 dB. The FSEIS should discuss at what altitude AGL the F-35 will be flown for most of its operations.

o The USMC 2010 draft EIS FAQ indicates the F-35B will conduct more supersonic training than existing military aircraft. The FSEIS should discuss whether more supersonic training will occur than with existing aircraft based at Eglin AFB, what altitudes this training is expected to occur and where supersonic operations will be allowed.

The FSEIS should identify and address aircraft-noise impacts to children living, going to school, and/or recreating near the considered airfields consistent with Executive Order 13045: Protection of Children from Environmental Health Risks and Safety Risks. E.O. 13045 finds a growing body of scientific knowledge demonstrates that children may suffer disproportionately from environmental health risks and safety risks. These risks arise because: children's neurological, immunological, digestive, and other bodily systems are still developing; children's size and weight may diminish their protection from standard are star developing, clindars's behavior patterns may make them more susceptible.
For example, children's behavior patterns may make them more susceptible.
For example, children's hearing may be particularly sensitive because their smaller ear canals magnify the sounds entering the ear canals, which can translate into as much as a 20-decibel difference between adult and infant ears. For example, some toys and games produce sounds as loud as a jet plane taking off, and that amount of output can causimmediate and permanent hearing loss.¹³ All seven alternatives analyzed in the DSEIS, including the no action alternative, indicate a
concern for noise impacts to children. For example, under the no action alternative the DSEIS states, "[s]chool and daycare facilities exposed to noise levels above 75 DNL are not considered to be compatible uses or compatible outdoor land use and could increase the risk of hearing loss in children.¹⁸⁷ Similarly under the preferred alternative, it states "[t]herefore, the noise levels generated by 59 aircraft without flight limitations and the mcjsfwest.com/Resources/Documents/Frequently_Asked_Questions.pdf http://www.usi Section 1-101. shearing.org/custom/hearing_health.html

3049 EPA's Comments on the F-35 Beddown at Eglin AFB DSEIS (November 8, 2010) potentially adverse impacts to children may be considered significant.^{15th} Under Alternative 11 it states, "[t]herefore, the noise levels generated under Alternative 11 could Atternative I it is tastes, "[I]htereorie, the noise levels generated under Atternative I could have adverse impacts to children that may be considered significant. in "Under Alternative 2A it states, "[I]herefore, the noise levels generated under Alternative 2A could have adverse impacts to children." Under Alternative 2B it states, "[I]herefore, the noise levels generated under Alternative 2B could have adverse impacts to children that may be considered significant.¹⁵¹ Under Alternative 2C it states, "[t]herefore, the noise levels generated under Alternative 2C could have adverse impacts to children that may be considered significant.^{19th} For Alternative 2D it states, "[f]herefore, the noise levels generated under Alternative 2D could have adverse impacts to children that may be generated under Atternative 2D could nave adverse impacts to children that may be considered significant. 3m And for Alternative 2E it states, "[f] on noise levels above 75 DNL, educational services are not compatible regardless of noise attenuation. Therefore, the noise levels generated under Alternative 2E could have adverse impacts to children. 3m The FSEIS should discuss the number of children potentially exposed to detrimental and significant noise impacts and identify schools within the 65-70 and 70-75 dB DNL noise contours, including those potentially requiring noise attenuation and mitigation, since the proposed flight operations have the potential to present a special risk to children. 22 The DSEIS alternatives analysis discusses the number of schools and day-care centers potentially impacted but does not discuss the number of potential children exposed to potentially detrimental noise impacts. Consistent with Executive Order (EO) 12898, Federal Actions to Address Environ Justice in Minority Populations and Low-Income Populations, the FSEIS should address the following recommendations.

The FSEIS should analyze the potential impacts to children compared to potential disproportionate impacts to EJ populations. For example, Alternatives 2A, 2C, and 2E appear to impact the least number of schools but alternatives 2D³ and 2E³ could have adverse impacts that could be considered disproportionate to EJ populations.

The FSEIS should document the numbers and percentages of low-income and minority residents within the 65-70 and 70-75 DNL noise contours. For example, 12 percent of the people affected by noise at 65 dB DNL may become highly annoyed.³ The DSEIS discusses the EJ populations that are exposed to noise levels above 75 dB DNL, but does not discuss those exposed to noise levels between 65-70 dB DNL and 70-75 dB DNL.

The FSEIS should include a synopsis of the public comments received during the public meetings and commenting period along with a summary of the Air Forces response related meetings and commenting period along with a summary of the Air Forces response related 15 P. 2-69. 16 P. 2-70. 17 P. 2-70. 18 P. 2-70. 19 P. 2-71. 20 P. 2-71. 22 P. 2-85. 23 P. 4-134. 24 P. 4-138. 25 P. 4-7.

3049 EPA's Comments on the F-35 Beddown at Eglin AFB DSEIS (November 8, 2010) Aircraft Noise Exposure Mitigation · The FSEIS should identify noise mitigation alternatives for impacts to children, including re-evaluating the preferred alternative selection.

For example, Alternatives 2A, 2C, and 2E appear to impact the least number of schools in that both 2A and 2E would impact 2 schools and 2 day care centers while 2C would impact one school and one day care center. While certain alternatives may have a greater potential for stormwater runoff impacts to water quality yet have a lesser noise impact to children, stormwater runoff impacts to water quality may be more easily mitigable than noise impacts to children. The FSEIS should discuss whether schools will require closing or relocating, e.g., the according to the DSEIS, school and daycare facilities exposed to noise levels above 75 DNL are not considered to be compatible uses or compatible outdoor land use and could increase the risk of hearing loss in children. Additionally, the FSEIS should discuss the associated effects upon the local communities should closure or relocation be necessary for · The FSEIS should consider the recommendation for the AF to establish a noise effects working group for Eglin AFB because EPA is concerned about the proposed and foreseeable increases in noise exposure to area residents, particularly children and EJ populations. The working group should address: 1) coordination with local officials to educate development interests and the public about activities and developments that are incompatible with military training activities; 2) receive feedback from the public about issue that may be of concern; 3) regularly apprise communities of any proposed changes to military flight operations, including changes in duration, general flight paths, time of day/night, and noise associated with the training initiative. Since military aircraft are designed for performance rather than noise abatement, they typically do not have any engine noise controls, unlike commercial airliners which are subject to FAA noise standards and ratings (e.g., Stage 2 vs. 3 aircraft). Although military-aircraft noise impacts are challenging to mitigate, both operational (flight tracks) and land use (home noise impacts are challenging to mitigate, both operational (liight tracks) and land use (home buyouts and sound-proofing) mitigative methods can be effective. EPA recommends the FSEIS should discuss these as mitigation options.

Table ES-17 indicates noise exposure levels from F-35 and other military aircraft are still significant for many local residents despite the noteworthy mitigative methods examined, e.g., 1) flight-number reductions (takeoffs and landings: operations), operational-profile changes (flight tracks), night-flight restrictions, simulation versus actual training, and Runways 01/19-operation reductions; use of auxiliary airfields (e.g., Duke and Choctaw Fields); and "no.flo" days to limit services to 233 days nor year intend of 365 days. 38 Fields); and "no-fly" days to limit sorties to 232 days per year instead of 365 days. 26

The FSEIS should consider the following recommendations: <u>Residential Mitigation</u>: Land-use mitigation for residents living within the 65+ DNL contours should be considered. Mitigation methods include purchases and/or soundproofing of homes within the 65+ DNL contours, starting with the highest (noisiest) contours. Table ES-17 indicates residents at the Eglin Main Base live in contours noisier than 75 DNL for all Alternative A and B subalternatives (however, as indicated 26 Table ES-20.

EPA's Comments on the F-35 Beddown at Eglin AFB DSEIS (November 8, 2010)

above, the number of residents living within the provided >75 DNL contour should be

- above, the number of residents in ring within the provided 7/5 DNL contour should be further dissected into 5 DNL contour increments).

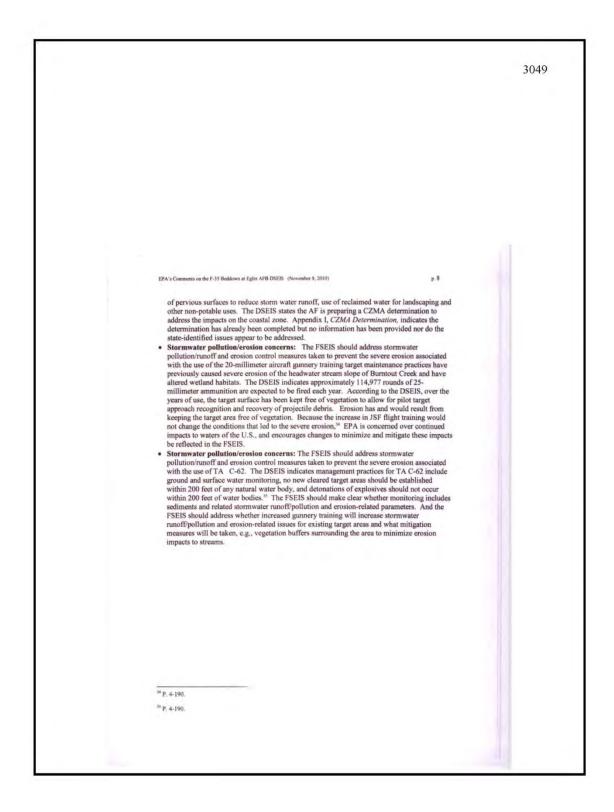
 Auxiliary Airfield Use: The use of auxiliary airfields to provide relief to a main airfield could be further promoted to further relieve Eglin Main Base (which already accommodates many aircraft operations of F-35 and other military aircraft). The assumption is this mitigation method will not create significant noise increases to residents living near Duke or Choctaw Fields without appropriate land use or
- residents living near Duke or Choctaw Fields without appropriate land use or operational mitigation (i.e., +1.5 DNL or greater for background levels of 65 DNL or +3.0 DNL or greater for background levels of 60 DNL²).

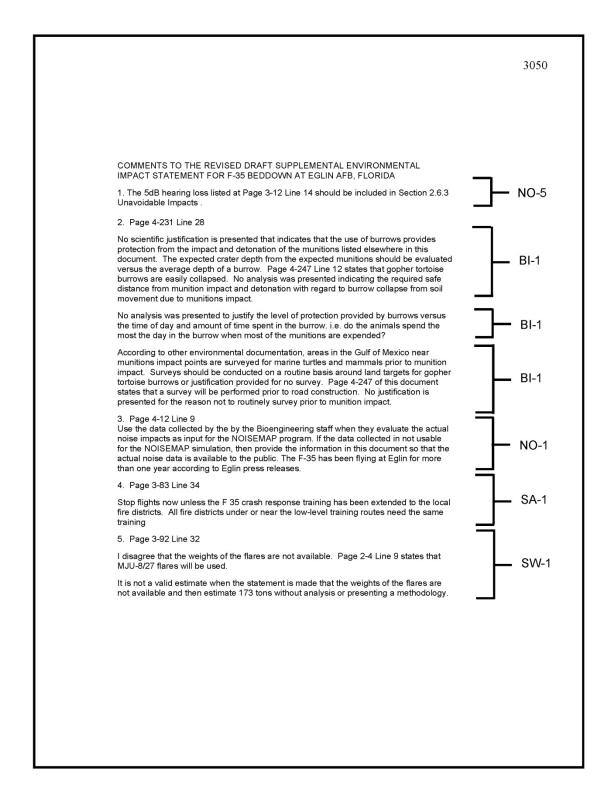
 No-Fly Days Flexibility: The 133 designated "no-fly" days per year should be further discussed in the FSEIS in terms of their application flexibility. The FSEIS should discuss whether holidays and weekends are incorporated into these designated days. Within the limits of the mission, nighttime sorties should also be limited to minimize sleep interference, particularly if air-delivered ordnance training is involved.

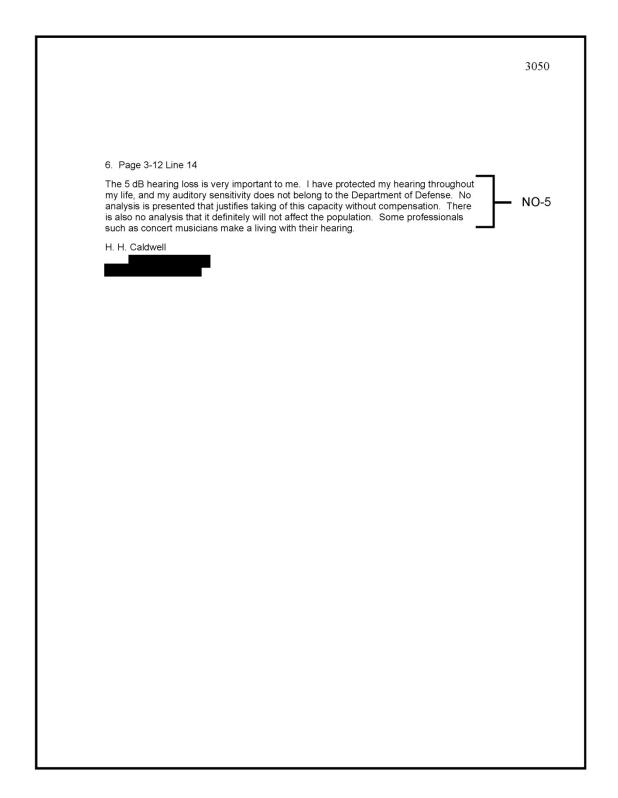
 On-Airfield Personnel Protection: The provided contour figures²⁸ midicate military and contractor personnel working on the installation (Eglin Main, and Duke and Choctaw Fields) may experience very high noise levels of 95+ DNL. EPA expresses concern
- over these high noise levels and defers to AF and (OSHA) regulatio protection for such personnel.
- Alternative Selection: The most effective noise "mitigation" would be noise avoidance by selecting the alternative with the least noise impacts that meets the mission and project purpose and need. The preferred alternative (1A) compared to the other alternatives will result in the greatest exposure of residents to aircraft-noise impacts at the Eglin Main Base (including 1,444 residents at >75 DNL), plus additional exposure at Duke Field. The FSEIS should reconsider the preferred alternative from a noiseimpact perspective; Alternatives 2A and 2E have the lowest exposure levels to local residences at the Eglin Main Base. However, 2E does have the greatest exposure levels for Duke Field, including 141 residents at >75 DNL. The significance of selecting an alternative with minimal noise (and other) impacts is that such an alternative would minimize the need for mitigation and interaction with DoD policy that may limit off-installation residential noise mitigation.
- AF Handbook 32-7084, The Air Installation Compatible Use Zone Program Manager's Guide
 The AF recommends against most residential land uses in areas exposed to noise levels greater than 65 DNL unless special noise-attenuation measures are incorporated into the residences. For example, in areas exposed to noise at 65–70 DNL, a 25 dB outdoor-to-indoor noise level reduction (NLR) is required in order for the residence to be considered compatible with noise. And in areas exposed to noise at 70–75 DNL, a 30 NLR is required for the structure to be considered compatible.²⁹
 - o The FSEIS should discuss the application of this Handbook to onsite and offsite

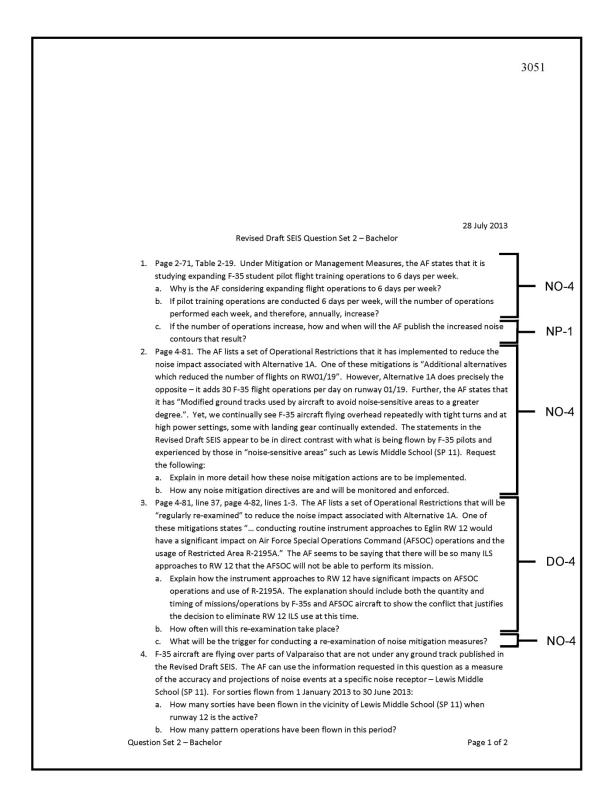
These incremental levels of significance were agreed upon by the Federal Interagency Committee on Noise (FICON), which included the AF, FAA and EPA.
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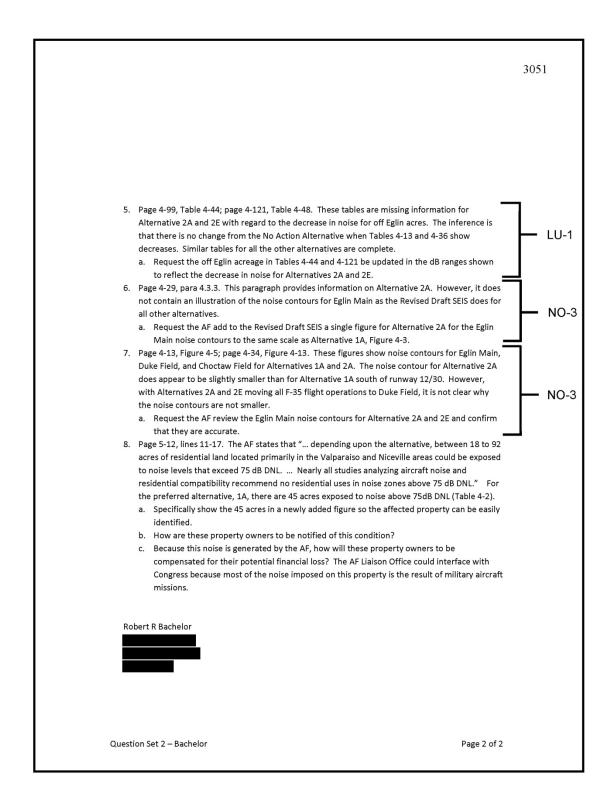
3049 nts on the F-35 Beddown at Eglin AFB DSEIS (November 8, 2010) EPA notes the AF will include in its Military Family Housing Privatization Initiative (MFHPI) a request for qualifications a requirement that all residences be designed and constructed such that these outdoor-to-indoor noise-level reductions are achieved and structural noise attenuation would not mitigate noise levels experienced while residents are outdoors.³⁰ The FSEIS should discuss whether all military families stationed at the Eglin Reservation will be housed in residences designed and constructed consistent with the MFHPI qualifications. · EPA recommends the selected MOB establish a "hotline" for affected residents to discuss any noise complaints attributable to the airfield training. Complaints could be routed to the airfield Public Relations Officer or Environmental Officer. We recommend that potential visits to homes by the officer or airfield chain of command be considered within airfield and AF policy to verify (or dispute) any reasonable noise complaints as a basis for potential adaptive management to attenuate noise effects. While alternative 2A may be the least environmentally damaging alternative in terms of noise impacts, the SEIS should consider other project impacts in context. For example, Figures 2-17 and 2-18 identify several creeks near the notional location of the runway at Duke Field for both Alternatives 2A and 2E. Potential water quality impacts to (e.g., runway and construction stormwater runoff) and mitigation alternatives for these waterways should be considered for construction and operation should Alternative 2A be selected. There may be other impacts associated with 2A also requiring mitigation. . Cumulative effects: The Gulf Regional Airspace Strategic Initiative (GRASI) airspace study indicates airspace configuration will not support more than 59 F-35 aircraft at this time.³¹
Since the DoD has selected the F-35 to be the next-generation multi-role fighter aircraft for the AF, Navy, and Marine Corps. 32 the FSEIS should address whether existing aircraft, i.e., F-15 and F-16's used at Eglin AFB, will be phased out and replaced with F-35's and whether this replacement will allow for increasing the number of F-35 aircraft that can fly in the airspace and address the associated environmental impact implications of such a phase out of the F-15/16 and replacement with the F-35. Cumulative effects: the FSEIS should discuss the reasonable population growth projections
for the area including the potential noise exposure to children. Additionally once GRASI is
completed and recommendations are implemented, the FSEIS should discuss whether there is potential to increase airspace capacity in the future, particularly for the F-35. Consequently, it is reasonable to assume future efforts may result in additional noise impacts to surrounding munities including children and EJ populations. CZMA³³ Determination: The FSEIS should address the State's identified issues regarding: stormwater treatment, wetlands impacts, consumptive water use, use of native species for soil stabilization and landscaping, creation of natural buffers for water bodies, recycling measures, use of Hurlburt Field's Waste-to-Energy facility for disposal of non-recyclable materials, use 13 Coastal Zone Management Act



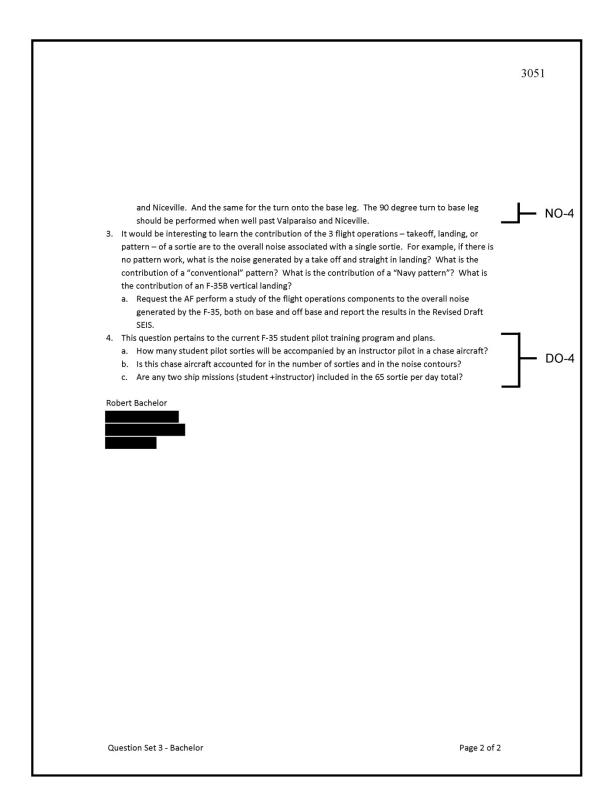








3051 28 July 2013 Revised Draft SEIS Question Set 3 - Bachelor 1. DoD Instructions direct the Services to mitigate noise on communities. a. DoD Instruction Number 4715.13, dated November 15, 2005; Subject: DoD Noise Program. 1) In paragraph 4, Policy, the instruction states "The DOD noise program shall: Reduce adverse effects from the noise associated with military test and training operations consistent with maintaining military readiness." b. DoD Instruction Number 4165.57, dated May 2, 2011; Subject: Air Installations Compatible Use Zones (AICUZ). 1) In paragraph 4, Policy, the instruction states "It is DoD policy to promote the health, safety, and welfare of persons in the vicinity of and on air installations by minimizing aircraft noise and safety impacts without degrading flight safety and mission requirements." c. Together these DoD Instructions instruct the Services to mitigate noise and minimize safety impacts on the communities surrounding military installations. Yet, twice, once in 2010 and now again in 2012-13, without any justification the AF has selected an alternative, Alternative 1A, which does neither. As I have indicated in my Public Hearing Statement and my evaluation of the AF data, it is unquestionable that Alternative 1A has the most negative impact on the communities surrounding Eglin Main (people, schools, and structures from a noise mitigation perspective, and property values). d. Therefore, because the policy requirements in both of the above DoD Instruction statements can be achieved by locating F-35 flight operations at Duke Field using either Alternative 2A or 2E, request the AF explain and fully justify in the Revised Draft SEIS its selection of Alternative 1A as its preferred alternative. 2. If Alternative 1A remains the preferred alternative, there are ways to reduce noise over the nearby civilian communities and schools with the added benefit of reduced noise on Eglin Main, a real cost savings for the AF and the government as a whole. Request that the AF evaluate the following options and provide a written assessment of each along with a justification and rationale for either acceptance, rejection, or modification. a. For all F-35s only straight in, full stop landings for Eglin Main using conventional landing technique. No slow or vertical landings permitted. NO-4 b. F-35As use Duke Field or other air fields for all pattern work. c. F-35Bs and Cs use Choctaw Field or other air fields for Navy pattern work and for slow vertical landings. Do not use Eglin Main as a substitute aircraft carrier. With the F-35B and F-35C in the Navy landing configuration ,noise on base with the "Navy pattern" is very, very loud and d. If necessary to use Eglin Main for pattern work (touch and go, low approaches, etc.), extend ground tracks to minimize off base noise. For runway 12, aircraft should not start the turn to the downwind leg until well out over the bay so that the turn can be completed and the plane stable on the downwind heading (300), thus minimizing high throttle settings over Valparaiso Question Set 3 - Bachelor Page 1 of 2



Page 1 of 1

7/29/2013

Howard Anderson

From: Sent: Subject:

"Howard Anderson" Monday, July 29, 2013 3:42 PM Eglin BRAC Program

I am a resident of Valparaiso, a retired Air Force combat veteran of 30 years service, with nearly 12,000

nymg nous... I purchased a home in this city in 1995, and don't want to relocate! I'm strictly for USAF, and don't want the F-35's to leave here.

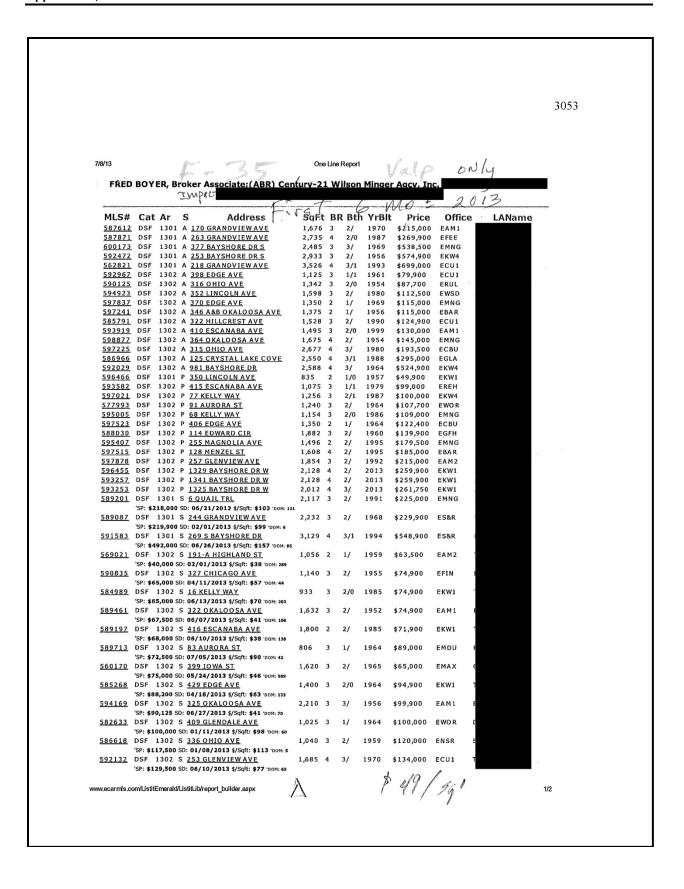
Concerning the F-35 noise problems: Most residents believe there is one <u>basic</u> major complaint, and that is the takeoff noise on Runway 19 generated by the F-35's. The F-15's & F-16's that have been flying from Eglin for many years utilizing this runway for take-off have NOT been much of a distraction for us.

Reducing or eliminating the number of F-35's using Runway 19 for takeoffs would practically alleviate the complaints.
I KNOW it certainly would mine!

Sincerely, Howard T. Anderson Howard T. Anderson CMSgt, USAF, Retired

Public Hearing Written Comment Form

Eglin BRAC Revised Draft Supplemental Environmental Impact Statement (SEIS)							
LOCATION: Valpanaiso DATE: 26 July 2013 THANK YOU FOR YOUR INPUT.							
there has already been a serious decline of priperty values in Valgaraiso. These statistics are only from MLS transactions / listings during the first 6 months of 2013.							
The average sold price of Valparaiso is \$49/59. Fx 1255 than Niceville, our Twin-Eity. The median "Available of Pending" difference is \$157,000! I believe this is largly due to a public perception that "Valp" is a noisy and dangerous community.							
I find the Accision to resume foll use of KW 01/19 to be a significant detriment to our community. We weed positive news!							
Individual respondents may request confidentially. If you wish to withhold your name or address from public review or from disclosure under the Freedom of Information Act (FOIA), you must state this prominently at the beginning of your comments. Such requests will be honored to the extent allowed by law. All submissions from organizations or businesses, and from individuals or officials representing organizations or businesses, will be made available for public inspection in their entirety.							
Name: FARD BOYCH, SEALTOR W. R. Boyzn							
Organization: Address: City/State/Zip:							
Yes, include my name and address on the mailing list so I can receive information on the Eglin BRAC Final SEIS. No, do not include my name and address on the mailing list.							
Please mail this form to: Eglin AFB Public Affairs 96 TW/PA ATTN: Mike Spaits 101 West D Avenue, Suite 238 Eglin AFB, Florida 32542 Comments must be postmarked by July 29, 2013 to be considered in the Final SEIS.							



7/8	7/8/13 One Line Report												
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Status			Total	Avg Price	Avg \$ Per	Sqft		Medlan		Low	Hìgh	Avg DOM	
ACT			16	\$263,794	\$116.22			\$169,2	50	\$79,900	\$699,000	183	
CNT/PND			13	\$160,688	\$100.24			\$139,9	00	\$49,900	\$261,750	66	
SLD/RNT/LSI		SE	21	\$156,274	\$82.32			\$117,5	00	\$40,000	\$492,000	131	
WTH			0	\$0	\$0.00			\$0		\$0	\$0	0	
EXP			0	\$0	\$0.00			\$0		\$0	\$0	0	
Total			50	\$191,828	\$97.83			\$134,95	50	\$40,000	\$699,000	131	

Total 50 \$191,828 \$97.83 \$134,950 \$40,000 \$699,000 131

All information in this listing, including but not limited to square footage, room dimensions and lot size is approximate and not exact. Buyers are expected to verify any specific information prior to signing any contract. Neither the Emerald Coast Association of Realtors nor any Realtor is liable for any inaccuracies herein.Copyright: 2013 by the Emerald Coast Association of Realtors®

Fred Boyer Technology of Century 21 Wilson Minger Agency on 7/02/013 1:37:42 PM

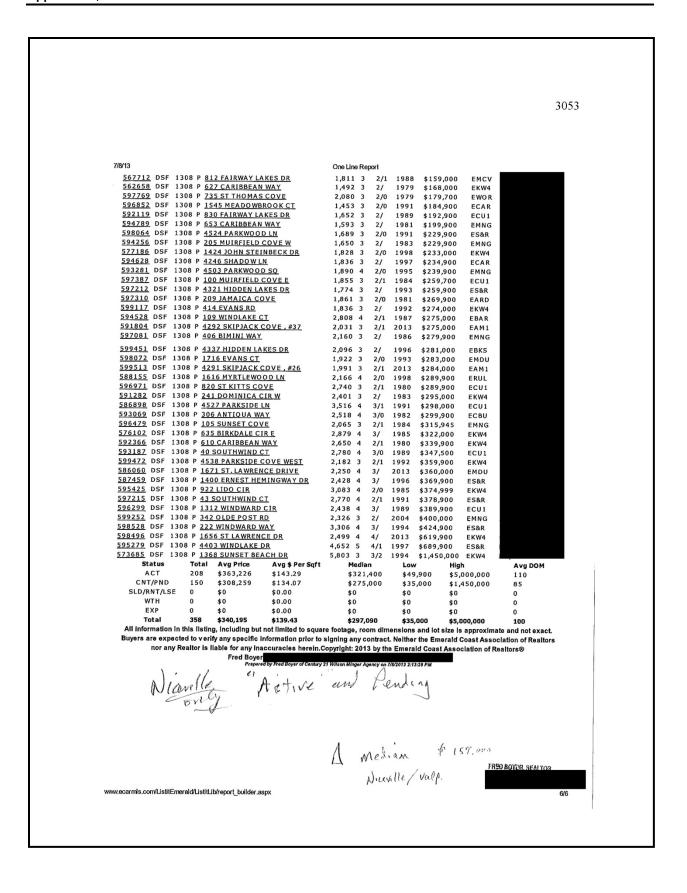
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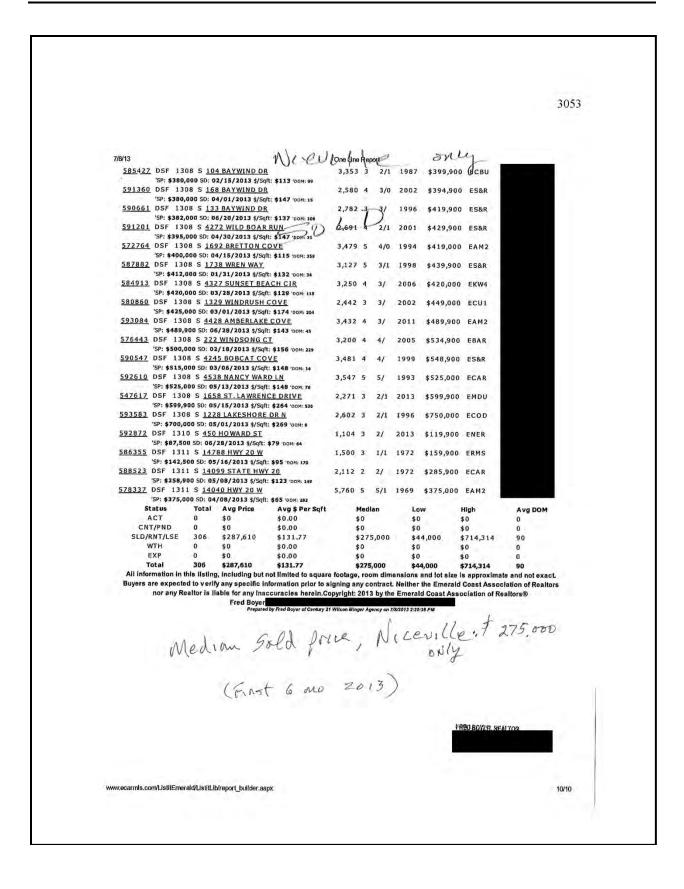
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FRED BOYER, REALTOR

www.ecarmls.com/ListitEmerald/ListitLib/report_builder.aspx

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3054 **Public Hearing Written Comment Form Eglin BRAC Revised Draft** Supplemental Environmental Impact Statement (SEIS) LOCATION: Valparaiso THANK YOU FOR YOUR INPUT. PLEASE PRINT LEGIBLY. You never said why you thought it was a good idea to fly over Valparaiso with F-35s at low altitude. I'm sure there are military reasons that make sense to the higher ups is it top secret? Don't you think we wonder what's up? You address noise pollution somewhat but not specifically. Where I am I think its 55 del but that's an average. Why don't you fly one over so we can hear it ourselves at a certain stated time - once inside the house fonce outside. Then we can have an opinion that is based on experience, not continue on BACK FOR MORE SPACE JUST Your facts Individual respondents may request confidentiality. If you wish to withhold your name or address from public review or from disclosure binder the Freedom of Information Act (FOIA), you must state this prominently at the beginning of your comments. Such requests will be incorred to the extent allowed by law, All submissions from organizations or businesses, and from individuals or officials representing organizations or businesses, will be made available for public inspection in their entirety. Dane Dietrich homeowner in affected area Organization: City/State/Zip: N/Yes, include my name and address on the mailing list so I can receive information on the Eglin BRAC Final SEIS. ☐ No, do not include my name and address on the mailing list. Please mail this form to: Eglin AFB Public Affairs 96 TW/PA ATTN: Mike Spaits 101 West D Avenue, Suite 238 Eglin AFB, Florida 32542 Comments must be postmarked by July 29, 2013 to be considered in the Final SEIS.

	3054
please printlegisty. My opinion on the F-35 is it's too costly to build, operate, + maintain, Once the first money system, now manipulated by the Fed, runs its course + collapses, military costs will be pured back to operational	
trucks Remainder the civilians running the Establishment don't know what they are doing. I sure hope you have a Plant.	
Comments must be postmarked by July 29, 2013 to be considered in the Final SEIS.	

July 29, 2013

To whom it may concern:

I keep thinking I'll see or hear something in the media that says it's all a mistake. I've never seen the Air Force act in such an arrogant and irresponsible manner toward the public as they have concerning the bed-down of the F-35 at Eglin AFB. I worked for the Air Force for 41 years including seven years at HQ USAF level. I live in Hidden Cove, Valparaiso. There is nothing between my house and the north/south runway but trees. When an F-35 takes off from the North-South runway, I can't hear anything but the aircraft – no TV, radio, conversation, just noise. Then another lower frequency sound comes shortly after the big bang and the walls of my brick-faced house vibrate and pictures rotate and fall off the walls upstairs and downstairs. I run outside to check if the mortar between the bricks is vibrating and falling out but the sound stops before I can get out there. Apparently, to keep the public from getting more upset than they already are, only one aircraft takes off at a time. At least since I started checking for vibration damage.

I am a retired Air Force Msgt, (21 years), Civil Service (20 years) and have a VA 10% compensable disability. I am also 78 years old. This is my retirement home but the Air Force, with a most egregious action, wants me to give up my home without compensation — unbelievable. I live at 30°30′17″N - 86°

30'7"W. I'm not sure if my home falls within the area that has to be destroyed since the land will only be suitable for parking lots and agriculture, or if I can stay if I spent \$40K to \$50K on soundproofing. My pension is fine but not for an unexpected expense of \$40K. I also am not prepared to live entirely in my house. I'm sure we can't soundproof the pool, the dock area, and the woods which I love to walk through and photograph.

In conclusion, alternative 1A of the EIS is not an option. I see no cost benefit analysis or economic analysis to justify ruining the lives of over 600 people. I also don't understand how the EIS can state that alternative 1A does not violate land use guidelines for the clear zone, and accident potential zone. Some year ago a jet aircraft crashed into a house on Andrews Ave in Valparaiso. That location is less than a football field's distance from my house. But the really big question is, where does the Air Force get the unmitigated gall to ruin the lives of over 600 people without compensation. Naturally, we'll sue.

Sincerely, Lars & Runar, Lars E. Runar,

January 2014

July 27, 2013

SUBJECT: ENVIRONMENTAL IMPACT STATEMENT

MR MICHAEL SPAITZ, EGLIN AFB PUBLIC AFFAIRS OFFICE, 96 TW/PA 101 WEST D AVENUE, SUITE 236 EGLIN AFB,FL 32542

FIRST AND FOREMOST I WOULD LIKE TO REFLECT THAT THE OVERALL STUDY/ANALYSIS IS ONE IF NOT THE BEST COMPREHENSIVE STUDIES THAT I HAVE REVEIWED. WHILE IT IS POSSIBLE TO INCLUDE A MORE INDEPTH REVIEW, IN SOME AREAS, I HAVE SERIOUS DOUBTS THAT IT WOULD OVERTURN ANY INFORMATION THAT IS COVERED IN SUFFICIENT DETAIL THAT WOULD CHANGE THE CORE DATA THAT IS PRESENTED IN THIS REPORT.

AFTER A MONTH REVIEW OF ALL THE DATA AND ANALYSIS THAT IS INCLUDED IN THE REPORT. I AGREE THAT ALTERNATIVE 1A IS CERTAINLY THE ONE THAT SHOULD BE SUPPORTED. IF THERE IS A LARGE INCREASE IN THE TRAINING PROGRAM, CERTAINLY CONSIDERATION COULD BE UNDERTAKEN TO EITHER PHASE IN SOME SELECTIVE ELEMENTS OF ALTERNATIVE 1I OR ALTERNATIVE 2.

IN MY OPINION THE NOISE ELEMENT THAT HAS BEEN THE MOST PROBLMATIC OBJECTION NEEDS TO BE MORE UNDERSTOOD AND MORE OBJECTIVE BY SOME OF THE MORE VOCAL CRITICS, I DON'T KNOW WHEN THE DECIBEL LEVE L FOR POTENTIAL HEARING DAMAGE WAS REDUCED FROM 85dB DOWN TO 65 Db. THE HIGHER LEVEL WAS AN ACCEPTED LEVEL FOR MANY YEARS. RE3VIEWING THE NOISE-SENSITIVE RECEPTER CHARTS PAGE 3-21,3-23, 3.24 AND 3-25, NONE OF THESE EXCEED 80Db. AN AUTOMOBILE WITH AN EXPANDED MUFFLER DRIVING THUR THE STREETS WILL EXCEED THESE LEVELS SHOWN IN THE CHARTS. NOT TO BE OVERLY CRITICAL OF SOME OF THE RESIDENTS OF VALPARAISO, MOST OF THESE FOLKS HAVE LIVED IN THE AREA MOST AFFECTED BY AIRCRAFT NOISE FOR MANY YEARS. IF THEY CAN REMEMBER WHEN B-52'S WERE STATIONED AT EGLEN, THESE AIRCRAFT USED 01/19 AS WELL AS 12/30. THERE NEVER WAS AN OUTCRY ABOUT THE NOISE LEVEL AND I COULD BE MISTAKEN, BUT I AM OF THE OPINION THAT THE B-52'S EXCEEDED THE NOISE LEVEL THAT WILL BE ASSOCIATED WITH THE F-35'S

ONE RECOMMENDEDATION THAT COULD BE CONSIDERED IS THE WAY THETRAFFIC PATTERN IS FLOWN ON RW-12. IN THE PITCH-OUT TYPE PATTERN, A VARATION OF THE PATTERN TO PITCH-OUT EARLIER THAN IS NOW BEING USED, THE ADDED POWER WHICH IS REQUIRED WOULD NOT

3056 B E THAT EVIDENT TO THE VAL-P RESIDENTS WHICH ARE MOST AFFECTED. I AM AWARE OF THE NEED FOR THE TYPE PATTERN THAT IS BEING USED BUT SOME VARIATION IS GOOD FOR TRAINING. I FULLY SUPPORT THE RECOMMENDATION THAT HAS BEEN ARRIVED AT BY THE TEAM THAT HAS BEEN INVOLVED IN THIS COMPLEX ANALYSIS. BOBBY WILSON LT/COL USAF(RET)

Revised SEIS Comments, #1

23 Jul 2013

- Revised SEIS Alt 1A offers almost no noise relief for Valparaiso & western Niceville over the 2010 Draft SEIS
 - a. About 1/2 of Valparaiso is subjected to 65-75 dB DNL noise. Western Niceville is also.
 - b. About 1/4 of Valparaiso is subjected to 75 dB + noise. Western Niceville is also affected, although at a somewhat lower percentage.
 - c. Homeowners will see their home values reduced by 0.5-0.6% per dB DNL over an ambient of 45 dB. Conservatively, this equation produces a \$29,000 reduction for a \$200,000 home in a 74 dB DNL location.
 - d. Above 75 dB the State of Florida requires re-zoning as agricultural or industrial property. Not a great outlook for an almost all residential community.
 - e. In 65-75dB noise regions homeowners will have to install expensive modifications (extra ceiling insulation, multi-pane windows, new doors, weather sealing, etc.) to reduce interior noise to livable levels.
 - f. Unlike aircraft noise produced around a commercial airport, there is NO monetary compensation for remediation or purchase through the Air Force. Congressional action would be required, perhaps taking many years.
- Alternative 1I, situating a new north-south runway 4 miles west of runway 01/19 would reduce takeoff and approach aircraft noise over Valparaiso and Niceville by at least 24 dB. Not only would the DNL noise levels be reduced but also, the extremely loud individual aircraft overflight (100-120 dB SEL) values would be reduced by the same amount.
 - a. It is <u>virtually impossible</u> to significantly reduce aircraft community noise by just reducing the number of operations on Runway 01/19. For example, reducing the number of ops to 1/2 of the original number lowers the DNL by only 3 dB, a hardly noticeable amount. The real key to aircraft noise reduction is increasing the distance from flight ops. Hence, Alt 1I would lower noise over Valparaiso & Niceville significantly.
 - b. The AF has said that it would be too expensive to implement Alt 1I runway. I disagree. The new Panama City airport built their runway for about \$94M. I understand that military runways may cost somewhat more but \$100-200M for the entire project would be reasonable. Since F-35s are being delivered slowly, Runway 12/30 could be used exclusively during the buildup, with multi-year emergency MCP funding requested to build the new runway. The fact is, that very expensive, high temperature concrete vertical landing pads have been built at Eglin to support F-35B operations. The funding for these pads, which will now not be used at all, could have been used for the Alt 1I runway.
 - c. Alt 1I could also be a major cost avoidance measure for the AF relative to Alt 1A. I have been told that F-35 noise on Eglin Main is extremely high. A previous Eglin Base Commander estimated that on-base noise remediation would cost \$100M for over 200 buildings and remediation would still not solve Eglin's noise problem outside its buildings. Alt 1I could completely resolve the Eglin Main noise problem by reducing both DNL and SEL noise values by 20 dB or more. Alt 1I should eliminate the need for the vast majority of Eglin Main building

noise upgrades. Alt 1I would be a Win-Win for both Eglin Main and Valparaiso/Niceville, with very little, if any, extra cost over Alt 1A.

- The number of yearly aircraft operations for Alt 1 of the Revised SEIS has changed significantly from the 2010 Draft SEIS.
 - a. The Revised SEIS has a total of 81,984 yearly F-35 ops for all three airfields (Eglin, Duke, Choctaw), whereas the 2010 SEIS had 110,056 ops. Eglin Main went from 55,605 to 43,071 F-35 ops, a reduction of 12,534 or 23%. However, the total "Other aircraft" ops jumped UP by 19,831. At Eglin Main the "Other aircraft" ops went up 22,707 from 76,582 to 99,289, an increase of 29.7%. The increased "Other aircraft" ops mainly appear on runway 01/19, dramatically increasing the noise over Valparaiso & Niceville. The TOTAL number of Eglin Main flight ops have actually RISEN from 132,187 to 142,360, an increase of almost 8%. Why is this?
 - b. At the same time that the number of Eglin main ops have increased, the number of F-35 ops at Duke Field have dropped 46% from 34,347 to 18,650. As stated in 3e above, distance is the key to reducing aircraft noise over populated areas. Duke Field was to be used as an OLF to provide that separation distance. Why have the number of Duke ops been reduced so significantly?
- 4. Neither Revised SEIS Alt 2A nor Alt 1I show very significant reductions in Valparaiso/Niceville community noise relative to Alt 1A, when they should offer much lower values. Review of the data shows that there is still a LOT of military traffic on runway 01/19 for these other alternatives. As an example, why are F/A-18 E/F aircraft operating from Runway 01/19 rather than Runway 12/30? Either one of the Alt 2A or 1I alternatives should have allowed this mil aircraft traffic to be shifted to the new runway. Why was this not done? One might conjecture that the AF wanted Alt 1A to not look too much worse than Alt 2A and Alt 1I with respect to community noise.
- 5. Revised SEIS flight profiles (takeoffs, approaches, and pattern work) show the same ground tracks around Eglin Main as the 2010 SEIS. They show pattern work staying within the boundaries of Eglin Main. From the Revised SEIS documentation there should be NO F-35 flight activity over east and central Valparaiso but THERE IS on a daily basis! The Revised SEIS does not account for the actual flight paths being flown and therefore, <u>underestimates</u> the noise over a major part of Valparaiso/western Niceville. The Revised SEIS uses the latest Karnes 3.1 F-35 flight profiles for its noise calculations. Karnes 3.1 profiles were highly optimized to reduce noise and, given the F-35's ability to develop tremendous noise levels, it is imperative that training missions be nominally flown in accordance with Karnes 3.1 rules. Community noise levels will be significantly understated if F-35 leaders, pilots and flight controllers do not know, understand, and follow the data contained in the Revised SEIS in terms of flight tracks, altitude, throttle settings, etc. I have repeatedly brought up this question in Eglin Noise Committee meetings to be told that pilots can't be held to rules. However, this is no different from the recently updated Eglin AFI 11-201 which provides guidelines and flight rules for Eglin AFB. Pilots are told to maintain 1500 ft minimum altitude around Eglin Main. There is no reason that pilots and flight controllers can't be told to <u>nominally</u> observe the Revised SEIS flight profiles as well.

6. The Revised SEIS, p1-22 and 1-23 states that F-35 noise levels over Valparaiso will be similar to those of the 1976 AICUZ study and that there has been no AF encroachment on Valparaiso. The SEIS's use of the word "similar" is a serious stretch of credibility. This statement is exactly opposite from the truth as revealed in AF AICUZ Reports. Also, the statement that mission changes through 2006 have caused the 1976 noise contours to contract is incorrect. If one looks at the 1976 AICUZ noise profile chart, when the 33rd was flying approximately 80 F-4s, one sees that the 75 dB DNL boundary reaches north of Runway 01 to JUST INSIDE the Valparaiso southern boundary, which is an unpopulated warehouse area. By 2006, when the 33rd had upgraded to F-15s, the 75 dB noise boundary had expanded north to Government Ave, the boundary between Valparaiso and Niceville. Revised SEIS Alt 1A will expand the 75 dB boundary even further north through Niceville to just below the northern Niceville/Eglin range boundary. How is this not reverse encroachment?

Local kibitzers have promoted the theory that F-4 aircraft were louder than any present day aircraft. The 33rd Wing has been flying the same number of aircraft for many years and the above AICUZ facts speak for themselves. The aircraft noise footprint grew tremendously from the F-4 days to the F-15 days and are now slated to grow even more with the F-35s via Alt 1A.

- 7. The Revised SEIS (as well as previous EIS/SEIS documents) gives no reason for the Air Force's choice of Alt 1A when, in fact, the data contained within the documents points to other Alternatives as better environmental selections. Can the AF justify its "preferred" selection in writing?
- 8. The Revised SEIS, p3-84, uses F-16 Mishap Rate data to predict a Class A accident rate for the F-35A/C of 1 per 1.65 years. Verbiage on this page implies that the 3.58 Mishap Rate is an <u>initial</u> rate for the F-16. However, the F-36 Training Basing EIS, released Jan 2012, p LU-82, states that the F-16 Mishap Rate of 3.68 is for CY75 to FY-09, which is an average over the entire lifetime of the F-16. This page also states "The F-35A Class A mishap rate is expected to approach that of the F-15 and F-16 <u>over time"</u>. Therefore, it seems that the Revised SEIS F-35 A/C mishap rate of 1 per 1.65 years is overly optimistic, especially during the early years of flight operations. The Revised SEIS, p3-85, states that "the vast majority of aircraft mishaps take place immediately adjacent to the runway". The above data directly point to the need for Eglin AFB runways with Air Force owned property on their approaches. Use of Runway 01/19 for F-35 training flights will lead to much increased safety risks. Again, Alternatives 1I or 2A would solve this risk problem for the Air Force.

Robert Webb

PUBLIC HEARING
EGLIN BRAC REVISED DRAFT SUPPLEMENTAL
EIS PUBLIC HEARING
VALPARAISO, FLORIDA

JULY 9, 2013

Transcript of public hearing held July 9, 2013, 6:00 p.m. to 7:50 p.m. at the First Baptist Church, Valparaiso, Florida. Reported by Gertrude B. Downs, FPR, Notary Public in and for the State of Florida.

APPEARANCES:

Mike Spaits Public Affairs Representative for Environmental Management Eglin Air Force Base

Larry Chavers Chief Environmental Analyst Eglin Air Force Base

Col. Mark Allred Hearing Officer United States Air Force

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2 INTRODUCTORY STATEMENTS Jennifer Piggott..... 3 Mike Spaits Col. Mark Allred 5 PUBLIC COMMENTS Mr. John Bruce Arnold Mr. Heyward Strong Mr. George Newman 33 Mr. Claude Connell 34 Mr. Robert Bachelor 36 Mr. Robert Webb Ms. Caralyn Hudson Anne Kirkpatrick 42 Neal Shermer 43 Alan Gardner 45 Charles Griffin Gordon Fornell 46 Joseph Morgan Joan Haught 48 Larry McCain Tammy Johnson H.H. Caldwell Thomas Miller Scott Campbell Bob Cross 53 Rick Middleton John Scott Jill White Dave Halupowski Theresa Kemp Harry Wolfgang Jack Tweedle 60 Frank Greene 62 Diane Miller 64 Charlotte Mays 65 Fred Boyer 67 Scott Brubaker 68 Della Sherman REPORTER'S CERTIFICATE 72 GULF BAY REPORTING

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JENNIFER PIGGOTT: Well I would ask folks to take your seats, but you've already done that.

For those in the back, we do have some space up front if you do want to come have a seat, plus you will definitely be able to hear a little bit better and see the presentation a little bit better with the glare coming in if you're towards the front.

So before we get started, in this electronic day we're all in, if you have a Blackberry, IPhone, a pager, and if it beeps or makes noises, if you would, turn it to off or vibrate we would greatly appreciate it. That will allow everyone to be able to clearly hear everything that transpires this evening.

A few logistical announcements. You've got emergency exits at either door as well as behind you. Restrooms are also behind you in case you need them. And it's my pleasure to be the first to tell you good evening this evening and thank you for being here with us tonight, this public hearing for the Revised Draft Supplemental for the Eglin Base BRAC.

At this time I would like to introduce a few of our distinguished guests this evening. Valparaiso Commissioner Hayward Strong, thank you for being

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with us this evening. Valparaiso Mayor, Bruce
Arnold. Mayor, thank you for being with us this
evening. Col. Sean Moore, thank you for being with
us this evening, sir. And the 96th Test Wing
Commander, Brigadier General David Harris. Thank
you, sir, for being with us this evening.

I would now like to introduce and turn the meeting over to Eglin Air Force Base Environmental Public Affairs Representative, Mr. Mike Spaits.

Mike.

MIKE SPAITS: Thank you Jennifer.

Good evening and welcome to the public hearing for the Revised Supplemental Environmental Impact Statement, or SEIS, associated with the F-35 Joint Strike Fighter, or JSF, component of the Eglin BRAC program. This hearing serves as one of several opportunities for public comments and involvement as part of the environmental process.

To ensure we provide an accurate public record our presentation this evening will be in a scripted format. This meeting is designed to provide you an opportunity to become familiar with the potential environmental impacts associated with this project and give you a chance to make formal comments on the Revised Draft SEIS. After the presentation, we will

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begin the official public hearing where we will receive your official public comments.

Before we begin the Air Force presentation, I would like to introduce our hearing officer for this evening's meeting, Col. Mark Allred.

COL. ALLRED: Thank you Mike.

Good evening ladies and gentlemen. As Mr. Spaits indicated, I will be the presiding officer for this public hearing on the Revised Draft SEIS. This hearing is being held in accordance with the provisions of the National Environmental Policy Act and the regulations that are published by the Council on Environmental Quality.

The purpose of this hearing is to receive public comments. That is your comments on the Revised Draft SEIS. Before moving forward with the Air Force briefing, I'd like to explain my role at this hearing. I am a full-time Air Force military criminal trial judge based out of Joint Base Andrews in Washington D.C. I'm not assigned to any of the commands associated with Eglin Air Force Base or with this proposal. I have not been involved in the developments of the Revised Draft SEIS and am not here to act as a legal advisor to the Air Force representatives of this proposal. My role as

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presiding officer is simply to ensure that we have a fair, orderly and impartial hearing and that all who wish to be heard will have the opportunity to speak. In summary it's important that you understand that I will be serving as an impartial moderator for this hearing.

The hearing will be conducted in two parts.

First an Air Force presentation, and second an opportunity for you to provide verbal comments. We will begin with the Air Force presentation which will take approximately 30 minutes, then we will receive your comments on the Revised Draft SEIS.

Mr. Spaits, the floor is yours.

MIKE SPAITS: Thank you, sir.

Now I'd like to introduce Mr. Larry Chavers from Eglin Air Force Base Environmental management Division. Larry will provide an overview of the Revised Draft SEIS which includes a brief project background, the purpose of the SEIS and an explanation on the delays and revisions. In addition, an overview of the SEIS schedule, the proposed action and alternatives, as well as a brief summary of the environmental findings will be provided. Afterwards there will be an opportunity for you to make verbal comments. Larry.

LARRY CHAVERS: Thanks, Mike.

Good evening. I am here to brief you on the environmental process and the status of this project. The record decision, or ROD, for the JSF initial joint training site, or IJTS, was signed on February 5, 2009. The record of decision authorized only a portion of the JSF flight training Alternative 1 from the 2008 Eglin BRAC EIS. The ROD included the beddown of the 59 F-35 aircraft, associated Cantonment construction and limited flight training operations on runway 01/19 until an EIS is completed and the Air Force has decided how best to proceed.

The February 2009 ROD authorized and directed the SEIS to analyze the operational alternatives and mitigations for the 59 F-35 aircraft to be delivered as well as an additional 48 Air Force F-35 aircraft not authorized for delivery under the ROD. Also the ROD directed the SEIS to consider either new parallel runways or additional runway alternatives within the Eglin reservation. Although the ROD directed the SEIS to analyze alternatives for the additional 48 F-35 aircraft on July 29, 2010, Air Force leadership announced the decision to limit the number of aircraft evaluated in the SEIS to 59 F-35

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aircraft. The additional 48 F-35 aircraft have -- have dropped from further consideration -- have been dropped from further consideration.

The purpose of the SEIS is to evaluate different beddown locations and offer operations flight alternatives and mitigation for the 59 F-35 aircraft. The no action alternative, which be much — which must be addressed as required by the National Environmental Policy Act, commonly known as NEPA, was established by the February 2009 ROD.

In front of you is a current schedule of the SEIS. You can see that the Air Force published a notice of intent to prepare an SEIS in the Federal Register on August 6, 2009, and held public scoping meetings in August 2009. After the public scoping meetings and public commenting period ended, the Air Force prepared the Draft SEIS by considering public comments received during the scoping period, refining the proposed action alternatives, gathering information about the affected environment, and analyzing the potentiality impacts to a variety of resource areas.

Draft SEIS was published in September 24, 2010, which began the 45 day public review and comment period. The public hearings were held to review the

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findings and receive comments. The purpose of the public hearing was to provide the public with an opportunity to become familiar with the proposed action and alternatives and provide comments on the Draft SEIS. During the initial public review period the Air Force decided to delay release of the final SEIS and revise the Draft SEIS. A public hearing is now being held to review the findings and receive comments on the Revised Draft SEIS. At the time of the public review period, the Air Force will respond to comments, modify the SEIS if needed, and publish the final document in the fall of 2013. No sooner than 30 days after the final SEIS is released to the public the Air Force expects to sign the ROD. The ROD will state whether the proposed action will be implemented and which alternative has been selected.

The proposed action for the SEIS has not changed since the 2010 Draft SEIS. The proposed action is to permanently beddown 59 F-35 aircraft that was authorized under the February 2009 ROD without flight limitations, and is inclusive of all alternatives. The SEIS analysis — the SEIS analyzes personnel, construction, air operations, and munitions use associated with the 59 F-35 aircraft.

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This slide provides an overview of all the alternatives analyzed in the Revised Draft SEIS.

You can find these listed in your brochure. These alternatives in terms of their location and construction-related activities have not changed since the 2010 Draft SEIS. Details regarding the elimination of alternatives can be found in the Revised Draft SEIS. The alternatives carried forward for detailed analysis are:

Alternative 1A, beddown at Eglin Main with no change to the existing runways which is currently the preferred alternative.

Alternative 1I, beddown at Eglin Main with one new parallel runway.

Alternatives 2A, 2B, and 2C. Beddown at Duke Field with a new parallel runway and a landing helicopter and amphibious strip commonly referred to as an LHA.

Alternatives 2D and 2E, beddown at Duke Field with no change to the existing runway.

Each of these alternatives utilizes one or two auxiliary fields from flight training operations as shown on this slide.

After the Draft SEIS was published in September 2010, the Joint Program Office, JPO, released new

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noise profiles for all three of the F-35 variants. Consequently the Air Force delayed the release of the final EIS. Meanwhile the Gulf Regional Air Space Initiative, or GRASI, recommendations also became available, plus the Air Education and Training Command, AETC, revised the operation plans for the aircraft to reflect updated GSF training plans. The Air Force has revised the Draft SEIS to address the updated noise profiles, the GRASI recommendations and the revised operational plans.

Several typical F-35 flight profiles were previously developed for use in environmental impact analysis, for example, environmental impact statements, through repeated carefully measured flight simulator runs. Flight profiles include data on aircraft altitude engine power setting and air speed at several points along the flight track.

Since 2010 the F-35 program has evolved and more flight simulator operational data is available. As a result, representative flight profiles have been redefined, or refined to represent more accurately the actual aircraft configurations that would be used to climb, descend and remain in level flight while maneuvering in the air field environment and while operating within military airspace. The

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Revised Draft SEIS reflects the most up to date set of flight profiles available for all three F-35 areas as provided by the JPO, or the joint program office. Flight profiles used in noise modeling at Eglin Main, Duke Field, and Choctaw Field were modified as required to account for local constraints and regulations.

The representative flight tracks used in modeling aircraft already based at an installation were also used to model the F-35 except where new flight tracks were developed for Chocktaw Field to address certain operational constraints. It is important to note that aircraft can vary from their typical flight paths for a number of reasons to include and not limited to air traffic control guidance, airfield traffic flow, weather conditions and safety and so on, several other reasons.

Updated operation plans reflect JPO's latest programmatic operational plans for the F-35. These plans are provided in table format and are sometimes called operational tables. The estimates of these operational tables reflect the most current plan of the JSF operations within the region. The tables' primary purpose is to support environmental analysis for this document by providing realistic JSF

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terminal and regional airspace utilization.

F-35A program requirements were assessed and updated by headquarters combat command, or ACC, in coordination with headquarters Air Force, the joint program office, and headquarters air education and training command for the JSF academic training facility at Eglin. This also included inputs from the Navy and the Marine Corp.

The utilization rates for the F-35B and F-35C have been updated to reflect the Navy and Marine Corps' programmatic plan. Details about the specific changes are provided in Section 1.2.6 of the Revised Draft SEIS.

Headquarters ATE -- AETC provided updated estimates of terminal area night operations resulting in a reduction in night landings past 10 o'clock p.m. from the 5 percent previously estimated in the initial Draft SEIS to 3 percent analyzed in the Revised Draft SEIS.

Academic training facility student production was also reassessed. The calculation of training requirements for formal training units is the important dynamic of the F-35 programmatic plan. However, student production does not dominate program planning. It is only one parameter among

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many that make up decisions that drive the total JPO plan. Student production requirements are defined by many interactive factors.

Due to the changes in production rates and other programmatic factors the ground rules and assumptions that underlie the calculation of student productions were reassessed. However, this calculation has not changed for the updated operational tables being discussed.

The programmatic plan produced and executed by the JPO is the results of the entire DOD interactive coordination. For illustration purposes, the table shown provides comparison for the total F-35 operations between the September 2010 Draft SEIS and the 2013 Revised Draft SEIS for the prepared -- for the preferred alternative, Alternative 1A.

The total operations analyzed in the 2010 Draft SEIS for Alternative 1A was 110,056 operations at Eglin 2,181 operations at Pensacola Naval Air Station, and 1,757 operations at Tyndall Air Force Base. The 2012 Revised Draft SEIS analyzed 8,984 operations at Eglin Air Force Base, 1,947 operations at Pensacola Naval Air Station, and 6,862 operations at Tyndall Air Force Base for Alternative 1A.

Although the planning factors are subject to

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change as the F-35 weapons system matures, the total operations tempo is not expected to surpass the level of activity established in the updated operational tables provided. The new estimates align very closely with the Legacy Fighter training operation tempos, all of which are the results of years of time-tested maturation.

The GRASI report developed recommendations to accommodate the airspace needs of a growing military mission and progressively increasing civilian aviation activities. GRASI stakeholders, aided by experts from universities across the Southeastern United States developed a variety of possible strategies to enhance the use of airspace in the Gulf region with the goal of ensuring a near optimum use of airspace by civilian and military stakeholders. The GRASI recommendations that are directly or indirectly related to the proposed action or -- and/or mitigations and have resulted in changes or additions to the SEIS are:

Utilization of additional special use airspace,
Additional non-Eglin controlled airspace was
incorporated to expand training opportunities.
Additional special-use airspace units evaluated
include Camden Ridge, Pine Hill, Carrabelle East and

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West, Compass Lake Desoto, restricted area R-4401, warning area W, or we call it whiskey, dash 155 and Moody.

Relocation of some simulated flameout operations: Simulated flameout approaches have been shifted from Eglin Main Base and Duke Field to Choctaw and Tyndall Air Force Base to improve airspace in the north/south corridor.

The creation of four new air traffic control assigned airspaces and the efficient use of airspace over R-2914 and R-2915.

I would now like to discuss the potential environmental issues with you. The Revised Draft SEIS examining potential impacts to the human environment that could be affected by the alternatives. Environmental resources that were evaluated included airspace, air quality, biological resources, cultural resources, hazardous materials and hazardous wastes, land use, noise, physical resources, health and safety, socioeconomics, solid waste, transportation, and utilities.

Overall impacts to airspace from bedding down up to $59\ F-35$ aircraft are the same across all alternatives. Air traffic control work load would increase, and there would be an increase in air

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space congestion, causing air and ground delays for military and civilian aircraft across the region.

Implementation of the GRASI recommendations discussed earlier in the presentation would enhance air traffic control flexibility and decision making and relieve some of the burden of the air traffic — on the air traffic controllers, as well as help alleviate air and ground delays from military and civilian aircraft across the region.

This slide in front of you summarizes the total off-base population which includes all local cities impacted by noise greater than 65 DB DNL under each of the alternatives — each of the alternatives.

For comparison purposes, the population impact under the 2006 air installation compatible use zone, or AICUZ, is also shown.

Noise impacts at Eglin Main under Alternative
1A would increase compared to the No Action
alternative. Alternatives 1I, 2B, 2C and 2D would
all have similar impacts in the vicinity of Eglin
Main and would be a slight increase from the No
Action alternative. Impacts under alternatives 2A
and 2E would decrease as the JSF would not use Eglin
Main for flight operations.

Noise impacts at Duke Field would be minimal

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under the No Action alternative, and Alternatives 1A and 1I will -- with one person being impacted by the noise greater than 65 decibels, known as DB, day-night average sound level, known as DNL. Noise impacts under Alternative 2 sub-alternatives would be greater and similar among these alternatives. Noise impacts near Choctaw Field would be minimal with no more than 2 off-base persons impacted by noise greater than 65 decibels under all the alternatives.

This slide shows the contours associated with the No Action alternative in colored polygons. The AICUZ contours are also shown in black for comparison purposes.

This slide shows the contours associated with Alternative 1A in black. The No Action alternative contours are also shown in colored polygons for comparison purposes.

This slide shows the contours associated with Alternative II in black. The No Action alternative contours are also shown in colored polygons for comparison purposes.

This slide shows the contours associated with Alternative 2A in black. The No Action alternative contours are also shown in colored polygons for

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comparison purposes.

This slide shows the contours associated with Alternative 2B in black. The No Action alternative contours are also shown in colored polygons for comparison purposes.

This slide shows the contours associated with Alternative 2C in black. The No Action alternative contours are also shown in colored polygons for comparison purposes.

This slide shows the contours associated with Alternative 2D in black. Again, the No Action alternative contours are also shown in polygons.

This slide shows the contours associated with Alternative 2E in black. Again, the No Action contours are also shown in colored polygons.

Construction of new facilities and/or runways under all alternatives except for 1A would reduce public access and outdoor recreation areas, including hunting to some extent. Off-base noise exposure at Choctaw Field would not adversely impact existing land-use compatibility under any of the alternatives. The No Action alternative in Alternative 1A would have similar impacts to land use and the area surrounding Eglin Main Base.

Impacts in these areas would be reduced under

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and 2C would have the greatest impact on land use.

Socioeconomics and environmental justice
impacts include an increase in employment. In
addition, local housing and school districts will be
able to accommodate the anticipated population
increase. However, the SEIS analysis did find that
the beddown of the F-35 aircraft could have a
negative impact on property values, schools, and day
cares. All Sub-Alternative 2 -- all Alternative 2
Sub-Alternatives would adversely impact minority and
low income populations near Duke Field due to noise
impacts to the correctional institute in the
Okaloosa Youth Academy.

Alternative 1I. At Duke Field Alternatives 2A, 2B,

Impacts to transportation are similar across all alternatives. Incoming military personnel and dependents would contribute to roadways that are currently deficient. Alternative 1I would have additional significant impacts due to the potential requirement to relocate portions of Highway 85, General Bond Boulevard, and Highway 123. However, these impacts would be temporary.

Potential adverse effects to historical properties may occur from construction activities understand the No Action alternative, and

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Alternatives 1I, 2A, 2B, and 2C, if increased aircraft noise results in the abandonment of a building or a structure, or if the use of munitions do not avoid these resources.

The stipulations of the effects and their responses can be found in the amended project specific programmatic agreement between Eglin Air Force Base, the Joint Strike Fighter Program Office — or Joint Strike Fighter Program, the 7th Special Forces Group, and the Florida State Historical Preservation Officer.

The proposed action and alternatives are not expected to have any adverse or significant impacts to the following resources: air quality, biological resources, hazardous materials and hazardous waste, health and safety, physical resources, solid waste, and utilities.

This concludes the Air Force presentation. I would now like to turn the meeting over to our hearing officer, Col. Allred.

COL. ALLRED: Thank you Larry.

We have now reached the second part of the hearing which is your opportunity to provide the Air Force with your comments on the Eglin BRAC Revised Draft SEIS, and to make statements for the record.

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The court reporter is recording everything stated during this portion of the hearing.

The public hearings and comment period are part of the environmental impact analysis process. This comment process gives you, the public, the opportunity to provide the Air Force with your issues and concerns about the Revised Draft SEIS and information on your community relevant to the analysis. These comments will be part of the official record and included in the final SEIS.

This will ensure that Air Force decision makers benefit from your local knowledge and are aware of your concerns about the environmental analysis for this SEIS.

Throughout the comment process I ask that you keep in mind this is not an arena for debate nor is this hearing designed as a question—and—answer session. Rather, this hearing is the venue the Air Force uses to gather your concerns and any additional data or recommended changes you may have, whether they are to be oral or the written comment process regarding the environment analysis and the environment impacts identified under the proposed action and alternatives.

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We ask that you focus your comments on the

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environmental issues related to this proposal, non-environmental issues will take away from the time for other participants and their opportunities to comment on the Air Force's analysis of environmental concerns and will not add to the adequacy of the analysis used in the SEIS.

You can officially comment in several ways.

One, you can speak now and have it recorded by the court reporter. Two, you can provide comments in writing by submitting them during this hearing or through the mail or e-mail, or three, you can give extended written remarks to the court reporter as part of your presentation.

When you sign in at the hearing, if you wish to speak this evening, you should check the box on your registration card. If you've not done so and would like to speak at this time, please raise your hand and an Eglin Air Force Base representative will sign you up.

If you'd like to turn in your written comments at this here — if you'd like to turn in your written comments at this hearing, you may give them to an Air Force representative located at the sign-in table. Written comments will be accepted throughout the comment period, or until July 29,

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2013. If you do not turn in your written comments at this hearing, please send comments to the address shown on this slide or as provided on materials available to you here at this meeting. Comments made at all the public hearings or provided in writing throughout the public comment period will be given equal consideration and are all part of the official record.

In order to move through this testimony efficiently, I ask that you observe the following rules. Elected officials that choose to comment will be given an opportunity to speak first. Members of the public will then be called upon in the order in which they have signed up to speak. I will announce your name, please stand and address your remarks to me so that I can hear your comments clearly and so that the court reporter can easily record your statement. Please speak clearly and slowly. State your full name and spell it out so that we can record it correctly. If you are representing someone or some group other than yourself, please let us know. We need this information to make sure that the court reporter gets an accurate record. Please do not provide any personal information in your comments that you would

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not want to see published in the final SEIS.

Each person will be allotted three minutes to speak normally. I would note, however that Major, or excuse me, that Mayor Bruce Arnold of Valparaiso City will begin first, and he will be given 10 to 15 minutes because others in the group here have already deferred their time to him. Then at the end of his speaking, as indicated, you will have three minutes each to speak. However, if you choose — if you do choose to speak for three minutes, a yellow card will be raised when you have only 30 seconds remaining. And when your three minutes is ended, a red card will be raised, and you need to end your statement. Following your presentation, I ask that you sit down so that we may call on the next person.

Out of respect for others who would like to make comments, I ask that you please honor the three minutes and any request I might have for you to stop speaking if you should go over this time. If you think you'll have more comments than you can present in the time allotted, make the most important comments first. If you don't get a chance to make all your comments, you can and should submit them in writing. If you have a written statement already prepared, you may hand it in. Read it aloud within

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the time limit or do both. Any way you present it, it will be part of the official record and included in the Final SEIS.

I also ask that you please not repeat what another speaker has said. If you agree with a previous speaker on a particular issue, you may state your agreement. This will allow more time for other speakers.

We will now begin by hearing from Mayor Bruce Arnold. Mayor Arnold.

MAYOR ARNOLD: Thank you, Colonel.

I'm John Bruce Arnold, Mayor of the City of Valparaiso.

Valparaiso thanks the Air Force for the opportunity to express our concerns and to protect the proposed Air Force actions.

The proposed Alternative 1A in the impact -- in the Draft Environmental Impact Study released June 2013 presents yet another set of severe impacts to the City of Valparaiso. Consistent with previous environmental impact statements the fact remains all the alternative study to preferred alternatives proposes noise, safety, land use considerations which jeopardize the very survival of the City of Valparaiso as a municipal entity.

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It certainly is no secret the preferred Alternative 1A outlined in the recent Draft Environmental Impact Statement, SEIS, places the health, safety, and welfare of a large portion of the City of Valparaiso in direct conflict with the stated mission of Eglin Air Force Base. While it has always been the desire of the City of Valparaiso to be supportive of the military mission since our original donation of 137 acres of land to the Air Force in 1935, and where we have never waivered in our commitment to see Eglin succeed, this alternative is simply not an acceptable option to the city and represents the greatest amount of harm that the Air Force can possibly inflict upon our community.

Without a doubt, the City of Valparaiso understands resolving the challenges of the preferred alternative positions. Our community is at odds with the economic development engine Eglin Air Force Base brings to our sister cities in the surrounding county. While we support the positive regional benefits and (inaudible) and the existence of a military installation at our doorstep, we're also cognizant of being the only community at ground zero to the disproportionate — and

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disproportionately carry the burden of the local negative impacts. This in turn forces our voice to be diluted that the continued negative impacts of the Air Force encroachment on our community are not being heard, much less mitigated.

In reviewing this SEIS document not one sentence exists that spells out the issue of encroachment. This is most likely because encroachment is a double-edged sword and one the Air Force chooses to ignore. Most military bases can claim their populations are impacted by development in close proximity to a preexisting military operation. We challenge the Air Force or anybody else to make claim that the City of Valparaiso has encroached on Eglin Air Force Base in any manner, shape or form.

Our geographical boundaries were established in 1921 long before Eglin had the presence in our community. Over the years Eglin has accumulated 87 1/2 percent of our corporate limits into federally owned land, leaving us with what was, still remains a predominantly residential area without large-scale commercial development and not once has the City of Valparaiso complained about the encroachment until the development of the F-35 where

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our city to sound levels that cannot be mitigated. Consider the expected impacts from the preferred Alternative 1A on the City of Valparaiso as per Air Force table ES 13 of page ES 21 of the SEIS existing summary which summarizes the off-installation population exposed to high noise levels. Two thousand nine hundred and ten individuals will reside in an area that has noise levels greater than 65 DB with the vast majority of these people living within the confines of the city of Valparaiso. Since the city will be forced to adopt the Aviation Safety Endorse Abatement Act of the 1979, 14 CFR.150 into our comprehensive plan which states all buildings and noise come into compliance with DNL 75 DBA or greater cannot be used for residential purposes, and these structures located within the contour lines at DNL 65 DBA to 75 DBA must have sound continuation materials installed before use as a residence occu -- or for residential occupancy. A minimum -- at a minimum 170 of our homes would have to be destroyed, displacing 600 members of our population because their property will be suitable for parking lots, mining and agricultural uses. Further, the SEIS further spells

we are now threatened with losing a major portion of

January 2014

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out that Eglin can only remediate those structures that are on base and that no funding has been provided for mitigation for the homes for all the people residing within the 65 to 75 DB noise contours which will require remediation at between forty and fifty thousand dollars per dwelling to soundproof. Thus we are left with a document that negatively impacts half of our municipal population with no federal government responsibility for taking due to the encroachment of the Air Force refuses to curtail.

Likewise, the economic impact to the city of
Valparaiso from the Preferred Alternative 1A impact
cannot be ignored. At best, the adoption of the
preferred Alternative 1A will lead to a rapid
decline in our population, structural changes to the
city's economic base, and serious financial
management problems associated with the decline of
city revenue streams. Three million dollars will be
required in demolition costs to remove all the
structures that are not amicable. Remediation
regulation of the city hall complex and public works
is estimated at 3.8 million dollars. Another 32
million dollars will be required and expected costs
to sound continue with existing homes and

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structures. The city will lose at a minimum \$575,000 per year from various revenue streams. And the city will face a continued population decline as surrounding neighborhoods collapse into blight.

All told, an initial 18.5 percent of the total city budget becomes not available for the continued prosperity of our city is a conservative estimate. We believe that the net effect of lost revenues under the Alternative 1A will drive the city into fiscal demise, given the already tight operating parameters of today. Certain at risk will be the city's ability to make its scheduled bond payments for the lack of sufficient revenues. Once our bonds fall into default, the city may have no choice but to seek bankruptcy options. Therefore, this is not an inclusive list for reasons my aforementioned statements. These lists and recommend, and request that the Air Force adopt Alternative 1I as the preferred method for (inaudible) stated mission.

First and most obvious is the reduction of the impact to our residential population exposed to noise levels greater than 75 DB -- DBs by 100 percent. Secondly, nowhere in the SEIS or mitigation costs associated with off-base remediation calculated into the total cost of each

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alternative. Given the extremely high impact
Alternative IA has on our resident population
implementation of Alternative 1I totally eliminates
any additional taxpayer responsibility for off-base
mitigation costs and mitigating class action
lawsuits and devaluation of properties.

II complies (inaudible) of allowing Eglin to control all air operations over Air Force property. This will significantly alter present — also alter present AICUZ parameters by eliminating the (inaudible) and accident potential zones over the city. This also ends the Air Force considerations of mission limitations by over flying residential neighborhoods.

Given our belief that the cost of mediating far exceeds the present preferred alternative 1A's cost estimates implementation of Alternative 1I represents a win win for both the Air Force and the City of Valparaiso. By building a new runway and limiting the north south runway to emergency military air traffic, the noise could be removed from both Valparaiso and Eglin Main as well. Until the new runway is operational the 2009 Record of Decision restricting F-30 F-5 activities on the north south runway should be continued with the

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exception of emergency situation. This represents at least a saving of a hundred million dollars of the base's mitigation costs alone. Bottom line is the City of Valparaiso would certainly like to resolve these issues in a manner where all parties walk away whole simply doing what is right. To do otherwise these are the same exact situation facing the Naval Air Station Oceana in Virginia Beach, Virginia. As always, we appreciate this opportunity to provide our input and sincerely hope that a mutually satisfying solution will prevail. A solution sure to continue peaceful existence of our familiarity with the ever challenging military mission at Eglin. Thank you. COL. ALLRED: Thank you, sir. Mr. Heyward Strong will speak.

HEYWARD STRONG: Your Honor properly covered my comments, sir. I will yield my three minutes.

COL. ALLRED: Okay, thank you. Mr. George

Newman? Sir, if you would come to the microphone so
that we can be sure and record everything that's
said, that would be very helpful.

GEORGE NEWMAN: No, I signed it to defer my time to the mayor.

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              COL. ALLRED: Okay. So you defer to the mayor.
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              GEORGE NEWMAN: Exactly.
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              COL. ALLRED: God bless. Thank you.
              GEORGE NEWMAN: And I fully agree with him.
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              COL. ALLRED: Okay. Mr. Claude Connell?
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              CLAUDE CONNELL: My name is Claude Connell. I
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                                 in Valparaiso. And
          just for the record, I recorded the other day about
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         130 DB at my house from an over flight from an F-35.
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              Now since we only have three minutes I'm going
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          to have to keep these at a very high level, my
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         comments. But guys, we have over a thousand five
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         hundred, six hundred page document and three minutes
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          is not very adequate to address the many concerns
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         that I and many other people have in that document,
         but sadly I've come to two conclusions. The first
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          conclusion was spoken by our mayor and that is the
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         F-35 preferred option is going to devastate our
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          city, and I believe we all know that, and I believe
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         we all in the Air Force know that. I believe
          everybody in the room knows that. Sadly I've come
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          to another conclusion and that is that the good of
         Valparaiso is not the highest priority of the Air
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         Force. So with that, instead of addressing
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         Valparaiso questions I have questions that I believe
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the Air Force should consider for their benefit, and the first one I bring up is safety.

By your own documentation, you show there's going to be more than one accident of an F-35 in the coming years. Most of those accidents we know are associated with landing and take off. With your preferred option are you willing to assume the risk of those accidents over populated areas? I beg you to address that question. Also, have you thought about the best interest of Eglin Air Force Base with a devastated city right outside of your gate? Have you thought about BRAC, the coming BRAC discussions and what's going to happen when they come to this city, and they find the problems with the city, and the problems with the Air Force and the city? I don't think that's going to be good for our community in the future.

Have you thought about what it would be like for your own people to live in a devastated city that cannot support an activity such as a police force?

Finally my question, I have a question for you.

How can you do this to your own people? Gentlemen,

I'd like for you to look around this room right now.

There was a statement by a government personnel

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about really being very proud because there was only 500 more people affected by the F-35 than the F-15s. Take a look in this room. Many of those 500 people are sitting right here. I wish you would say that to them. Many of these people that you look -- and I have about 30 more seconds -- many of these people you look at are retired Air Force. Can you really do that to these people? Many of these people are senior citizens and videos. You're talking about devastating their net worth of their houses. Is it good for the Air Force to do that to their own people? I would think not. Sometimes you have to do what is right and what is right and not your preferred option but right is option either 1I or Option 2. Thank you. COL. ALLRED: Thank you, sir. Mr. Robert Bachelor. I believe I'm reading it correctly, Robert Bachelor. Is he there? ROBERT BACHELOR: I'm Robert Bachelor 154 Grand Avenue, Valparaiso. In the three studies on the environmental impact located in the F-35, pilot and maintenance training on Eglin Air Force Reservation the Air Force has stated it prefers to base this work at

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Eglin Main with what is referred to as Alternate 1A.

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In comparing this latest version for 1A to the 2010 version of 1A we see that Duke Field annual operations are reduced by 45 percent, and the Duke area off-base population affected by noise was reduced from 444 to 1. But other operations increased by 23,000 per year with most of those new operations on the Eglin Main north south runway which exposes Valparaiso and western Niceville to perhaps more noise. All of this means that the off-base population affected by noise increases by 1,113 people over the submittal in 2010. So while some are seeing the benefit from the current 1A plan, those residents near Eglin Main do not. Alternate 1A is also not good for our schools. Lewis Middle School will see 115 very loud noise events every day on average. This (inaudible) school here in Valparaiso is worse, getting 142 very loud noise events every day.

1A is the least attractive from a crash safety perspective with restrictions lifted Alternate 1A puts 30 F-35 operations every day over Valparaiso on runway 01/19.

I evaluated the data provided in the documents just using the numbers that were provided. I listed the seven alternative amounts in order of least

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noise on the community for the population affected, the acreage covered, and the number of residential parcels, and the noise in our schools. The result, alternate 1I, the new north south runway at Eglin Main, have the least negative affect on the community. Alternates 2A and 2E, the new parallel runway and the existing single runway options at Duke have the next least affect on the community and also has the benefit of moving all F-35 flight operations off from Eglin Main. The alternative that had the most negative affect on the community of all seven operations -- all seven alternatives is the Air Force preferred Alternative 1A. Using the Air Force's own data I didn't alter it one bit it shows that of all the alternatives 1A is the worst in every category that affects the Okaloosa community as a whole. The question is then why would the Air Force make that choice.

Another important aspect in these studies is crash safety. Usually safety is front and center when the Air Force does something. In this SEIS the Air Force again states, "Most mishaps take place near the runway." With that statement it would seem that any alternative that moves F-35 flight operations away from civilian opportunities would be

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more favorable. There are three alternatives which do just that, 2A and 2E move everything to do and other fields that are mostly void and nearby civilian populations, and 1I which moves F-35 operations to a remote area by Eglin Main.

Finally there are two existing Department of Defense instructions that direct the services to minimize aircraft noise and safety impacts in the vicinity of air installations.

Considering all of the above that 1A

consistently has the worst effects on the community,
that it has the greatest potential for crash in the
vicinity of local communities near the base and that
it is DOD policy to reduce averse effects, minimize
noise and safety impacts in the vicinity of military
airfields then how can the Air Force select
Alternate 1A is its preferred alternatives? The
obvious choices are single or parallel runways at
Duke or a new runway at Eglin Main. I urge the Air
Force to reconsider its choice and select either
Alternative 2A, 2E or 1I. Thank you for the time.

COL. ALLRED: Thank you, sir. Mr. Robert Webb.
ROBERT WEBB: My name is Robert Webb. I live

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These are my prepared comments. The City of

Valparaiso and its citizens find themselves in almost exactly the same position as five years ago when the Draft EIS was released. Objective noise levels are still extremely high and large numbers of people and properties are still severely impacted. The Air Force continues to recommend Alternative 1A, but we can't understand why because of all the alternatives studied our analysis shows it come in dead last in terms of environmental desirability.

Alt 2A and Duke Field is the best alternative and was, as we understand, the original — originally proposed Eglin plan but somewhere along the way that plan was changed to Eglin Main Base, and having already invested in infrastructure in the 33rd Wing area the Air Force is now reticent to change from Alternative 1A.

Alternate 1I, adding a new north south runway just northwest of runway 1230 is the next best alternative with these attributes: A, it allows full use of the installed 33rd Wing infrastructure; B, landing approach and takeoff would be over Air Force property materially increasing safety. The revised SEIS predicts an Air Force F-35 class A, which is a very serous accident, rate of one every 1.65 years. So this would be an important positive

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to the Air Force to get that onto Air Force property; C, a new north south runway four miles west of runway 01 would reduce takeoff and approach aircraft noise over Valparaiso and Niceville by at least 24 DB. Not only would the DNL noise, the average noise levels be reduced but also would extremely allow individual aircraft overflight noise would be reduced by the same amount; D, the Air Force has said that the new runway would be too expensive. I disagree. The new Panama City Airport built their new runway for about 94 million. I understand that military runways may cost somewhat more but a hundred to two hundred million dollars for the entire project seems reasonable. Since F-35s are being delivered slowly, runway 12/30 could be used exclusively during that buildout with multi air and emergency MCT funding requested to build the new runway; E, it could also be a major cost avoidance measure relative to Alt 1A. The previous base commander estimated that on-base launch remediation would cost a hundred million dollars and remediation would still not solve Eglin's noise problem outside the buildings. Alternate 1A would completely resolve Eglin Main

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noise problem by reducing both DNL and SEL noise

4004-4005 42

values by about 20 DB. It would also -- it should 1 2 eliminate the need for the vast majority of Eglin 3 building noise upgrades and would be a win win for both Eglin Main and Valparaiso and Niceville with 4 5 very little, if any, extra cost over Alternate 1A. 6 In conclusion, the Air Force has other options 7 beside Alternate 1A which would meet Eglin mission 8 requirements while being a responsible neighbor to 9 its surrounding communities. Alternate A -- 1A, 10 excuse me, is the absolute worst choice for 11 community noise. Alternate 1I could be nearly as 12 good a choice as Alternate 2A if military traffic is 13 properly routed to the new north south runway. 14 Alternate 1I could even be an overall money saver 15 for the Air Force. Thank you. COL. ALLRED: Thank you, sir. Caralyn Hudson? 16 17 CARALYN HUDSON: I defer my comments to Mayor 18 Arnold and the other three gentlemen. I agree with 19 all of them. Thank you for coming. 20 COL. ALLRED: Thank you, ma'am. Anne T. 21 Kirk -- Kirkpatrick. 22 ANNE KIRKPATRICK: My name is Anne Terrell 23 Kirkpatrick. I live at 24 Valparaiso, Florida. 25 I've lived here since 1967. I'm from a

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military family on both sides. We have four family members buried in Arlington. We have -- I've had many, many times when I've been a year taking care of my children without my husband because of the military. I am all for the military. I think it is the best life I could have, but I think you're doing a very bad disservice to the retirees and people that live in Valparaiso. Even if we insulated our houses how is that going to help when you're outside? Are you going to keep your children locked up in the house because the noise is so bad outside? And I think these things should be considered. The Air Force has done a lot to protect the Okaloosa dodder as a species that's on decline, and you should do at least as much to help the families of military retirees. COL. ALLRED: Mr. Neal Shermer. NEAL SHERMER: Thank you, Colonel. My name's Neal Shermer. I live at Valparaiso. It's in one of the very high noise areas over here, and my 87 year old mother lives three doors down. She can't be here tonight. You can hear lots of talk today about the founding fathers and what they believed. Truthfully

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they believed many different things, depending on

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the founding father. Some would say they disagreed strongly on almost everything almost. A few poor principles were shared by all. Chief among these were a belief in our military being restrained by civilian authority and being compelled to respect private citizens and their property rights even when expedience, costs and national security would dictate otherwise. Indeed the father held these beliefs so firmly that they enshrined them in the Third Amendment to our constitution.

Another thing that they all believed rightly was that standing up for American ideals would not always be popular and would often draw the ire of neighbors, surrounding towns, military powers, and corporate interests who even then hid behind the banners of national security and patriotism with the help of unprincipled political representatives to profiteer at the expense of the citizenry. Make no mistake this problem is about profits, not security and certainly not patriotism.

There are several viable, reasonable, lawful and respectful alternatives to this preferred alternative, all of which require the Air Force and its corporate partners to foot the bill for the problem they want to create. But the Air Force

4006-4007

leadership and its corporate allies prefer this
alternative because it forces you to pay for their
bill for them, 2400 planes at 380 million each
equals 912 billion dollars. Clearly the Air Force
and the corporations standing ready to profit from
this expenditure are better positioned and prepared
to spend the money to lessen the impact on the
community than a few struggling homeowners. I would
respectfully submit that option 1A is as has been
said, the worst for the entire area, and I would
urge you to abandon this option and choose the Duke
Field option. Thank you very much.
COL. ALLRED: Thank you, sir. Kris Wilson?
Kris Wilson? Alan Gardner.
ALAN GARDNER: First, thank you for the
opportunity to speak tonight. My name is Al
Gardner. I live at, which is in
the vicinity of Coastal Point, and I'm not going to
address different runways. I think that's been well
expressed here.
I would just like to express an actual personal
experience of two F-35s. About three weeks ago ${\tt I}$
was having work done on my house. I had some
workers there, and these two F-35s were doing close
traffic, match performance takeoffs. During that

1 time we did not make a -- a conversation, and I'm 2 pretty much outside that zone when you start to look 3 at Coastal Point, which surprised me a great deal, 4 so I call into question the noise contour. If we 5 would look at max performance takeoffs, close 6 traffic, I think we might find that the profiles 7 would be different. And again, not just this 8 particular time but with another neighbor trying to 9 make a conversation you could not hear anyone if we 10 have it. So that's my express concern that we look 11 at this noise profile because I think it is flawed. 12 Thank you. 13 COL. ALLRED: Thank you, sir. Alan Gardner. 14 Mr. Alan Gardner? Charles Griffin. 15 CHARLES GRIFFIN: I defer my time to those who 16 have spoken before. 17 COL. ALLRED: Thank you, sir. Gordon E 18 Fornell. 19 GORDON FORNELL: My name is Gordon Fornell. I 20 live in Niceville, Florida. Former Air Force member 21 in the Eglin area. 22 I'm here to congratulate the Air Force on their 23 environmental impact study. I have been personally 24 involved in a number of major EIS studies over time, 25 and I know the difficulty they go through with

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trying to handle the concerns that you hear today. I think they've done a marvelous job and I know all the agony of selecting a preferred alternative, and I'm here to advise I'm in favor of the preferred alternative. Thank you.

COL. ALLRED: Thank you, sir. Mr. Joseph Dale Morgan.

JOSEPH MORGAN: Joseph Morgan,

I would like to say that I, and I believe most of Valparaiso, are supportive of the Air Force missions. We want the Air Force to maximize the use of its ranges, testing facilities, et cetera, to further bolster our nation's defense. We support the F-35's deployment here in Valparaiso, however, we are concerned that the current environmental regulations and how they're being interpretted by other agencies and the market. So I may ask, if it's not noise, what are some of our other concerns. It's about the current federal environmental guidelines that interpret the F-35 noise level is so loud as to label 170 homes as uninhabitable in the new preferred alternative, and 678 homes that would require some sound mitigation in Valparaiso alone. It's about other agencies, especially

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government—backed VA and FHA lenders, given our current Nanny state would treat homes that are in the noise contours above 65 decibels. Will they lend? Will residents be allowed to rent, buy and sell their homes? Will the Air Force commanders black list our homes as unsafe to the airmen and families where they won't be able to live in those homes? And from a community and as a city commissioner's standpoint, will this alternative erode my tax base to such a degree that I cannot provide the services that I've been charged with providing?

Again, the F-35 flights overhead are the sound of freedom. This is not a case where a community has grown up and over time has encroached upon the land bordering an existing base with an existing

of freedom. This is not a case where a community has grown up and over time has encroached upon the land bordering an existing base with an existing mission and is suddenly complaining about noise because they live near an airport. It's about a base expanding its mission and a community wanting — a community wanting to work with that base in a way that they are not penalized for their support of that mission. Thank you.

COL. ALLRED: Thank you, sir. Mrs. Joan L. Haught.

JOAN HAUGHT: Joan Haught, I'm a Valparaiso

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resident. I still admire and appreciate your honoring these residents and all speakers for allowing us to express our comments and our feelings. We're Air Force families. We love the Air Force and the military, but you're just asking too much of us. Thank you.

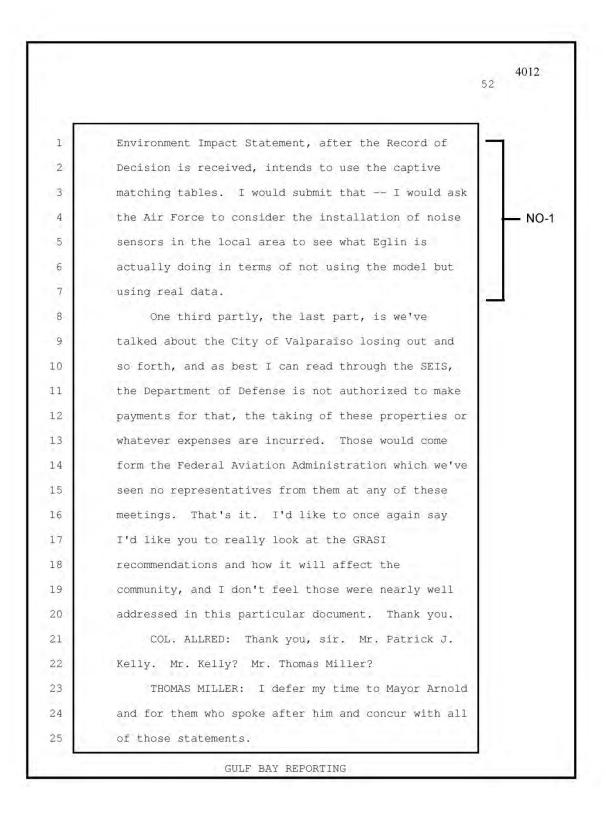
COL. ALLRED: Thank you, ma'am. Larry A. McCain.

LARRY McCAIN: Colonel, gentlemen, ladies and gentlemen, the people before me have done a much better job than I can do, but I'd like to just mention a couple of things that maybe we haven't touched. One of them is I'm an old brown shoe guy, and in my time the Air Force went out of their way. One their priorities was to partner and be good neighbors. We believed in it and it happened. So I don't understand why with all the options that were on the table that we would take a devastating position as far as the City of Valparaiso is concerned. I just can't figure out the logic that would go into that type thinking.

The other thing is if you build another runway, what's the old saying, more is better. I mean, when you have to scramble planes like I've seen happen in my days, hey, we would have given anything to have

1 another runway. Why do you object to having the 2 opportunity to do the same thing? Think it over. 3 It's not a bad idea. Anyway, as I said before, the guys before me 4 5 covered most everything and done a good job. I 6 appreciate the time that you gave me, and hopefully 7 you will take a different stance. I think it would 8 be in everybody's good will here, and I know it would be good for the Air Force. Thank you. 9 COL. ALLRED: Thank you, sir. Miss Tammy 10 11 Johnson. 12 TAMMY JOHNSON: I defer my time to Mayor 13 Arnold. 14 COL. ALLRED: Okay. Thank you, ma'am. H.H. Calawell? 15 16 H.H. CALDWELL: Caldwell, sir. 17 COL. ALLRED: Caldwell, sorry. 18 H.H. CALDWELL: My name is H.H. Caldwell, I 19 live at in Niceville. 20 I made comments to the previous Environmental Impact Statement, and I had a feeling that some of 21 22 them weren't included, and I read through the 23 current Supplemental Environmental, SEIS, and I got 24 to section 1.4, and it said that non-substantive 25 comments which do not require an agency response are GULF BAY REPORTING

4012 51 1 generally considered those comments that express a 2 conclusion, an opinion, or a vote for or against the 3 proposal itself or some aspect of it that state a position for, against -- for or against a particular 4 5 alternative or that otherwise state a personal 6 preference or opinion. This is verbatim from the 7 document, sir, and quite a few of the comments I've 8 heard earlier, those would have been thrown out because they express an opinion about one particular 9 10 alternative, and from this document my charge in 11 this part, is that the Air Force has not been very 12 effective explaining the rules for public comment 13 related to this document. 14 The second issue I'd like to address is the 15 Gulf range airspace mission. That has been less than thoroughly analyzed in this document because it 16 DO-3 would be used to establish low-level training routes 17 18 and other types of training areas around and near 19 the local community, and those are given very short 20 attention in the document. The third thing I'd like to address, several 21 22 years ago we had a Marine expedition on the base at 23 Eglin. As part of that, Eglin proposed to put out 24 sensors in the surrounding community so they could 25 monitor the actual (Inaudible). The Supplemental GULF BAY REPORTING



4013 53 1 COL. ALLRED: Very well. Thank you, sir. Mr. 2 Scott Campbell. 3 SCOTT CAMPBELL: My name is Scott Campbell. I'm a resident of Valparaiso, Florida, and my 4 5 comments have already been addressed very well. 6 Thank you. 7 COL. ALLRED: Thank you. Mr. Bob Cross. BOB CROSS: I'm Bob Cross, 8 9 Valparaiso. I strongly -- in general I agree with Mayor Arnold in what he said. He studied it. A lot 10 11 more people here have studied it than I have. It's 12 a big document, but I did make few notes. I 13 strongly object to the preferred alternative to the 14 loud noise. It would be our worst alternative. 15 Your recommended alternative to using the north 16 south runway will be a cause of significant hardships for the citizens of this community. Sound 17 18 proofing homes, schools, churches, government 19 structures is not an answer. People spend more time 20 outside than they do inside. If the noise levels 21 are high above what is not deemed liveable, I don't 22 understand why the Air Force doesn't understand that 23 basically. Extreme noise levels along the high 24 numbers, along with the high numbers of flights at 25 all hours is totally unacceptable and incompatible

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with normal community life.

The mission has changed here at Eglin. I spent a little, around four decades here in the weapons development field, and we did have, of course, manned aircraft, and there were a lot of aircraft over the 40 years or so that I've been around here, and that was not a problem. And the reason it wasn't a problem is because it wasn't a patterned type of operation that was routinely going over, and over, and over again touch and goes and that were excessively loud. By comparison the training missions which will require an enormous increase in the number of sorties and the noise of touch and go patterns missions of all hours will cause damage.

The people in this city have always been supportive of the Air Force and its mission. This is a patriotic city. I would gather to say most of these people, the majority by far, are Eglinites, and we've been, we consider Eglin our home for our livelihood over the years and many of them are retired now.

So patriotism is not an issue. We're trying to help you get the right solution. We think it's the wrong one right now. Until a better long range solution be can found we request you very carefully

1 reconsider choosing an alternative such as 11. That 2 will move the pattern of training missions a remote 3 area and provide a new runway at Eglin. Keep other training flights around Eglin to a minimum and only 4 5 use the current north south runway for emergency 6 situations. Thank you. 7 COL. ALLRED: Thank you. Mr. Rick Middleton. RICK MIDDLETON: My points have already been 8 9 covered by the others. Thank you. 10 COL. ALLRED: Thank you. Mr. John Scott. 11 JOHN SCOTT: I'm John Scott, and I'm actively 12 retired Air Force. I've got about 7005 hours in 13 various aircraft, and I'd like for you to publish 14 when you go to mixed type performance takeoffs 15 because I want to go out in my backyard, and I like to this day, and I'm 78 years old, but I'm younger 16 than all these people in here. I like to see it. 17 18 And let me tell you, changing the runways with the 19 radius turn of the jet is not going to solve a whole 20 lot of problem. I live in the northern part of Fort Walton Beach, and the traffic pattern comes over me 21 22 now. If you build a parallel runway, all it's going 23 to do is affect the people in Fort Walton. And I'd 24 like to go on record --25 (Interruption from audience.)

Exactly. And these people here want their 1 2 cake, and they want to eat it too, and I'd like, I'd 3 like to say that please note the absence of people from outside of Valparaiso. These people read it in 4 the paper that you were going to have a meeting and 5 6 so forth, and probably most of them are supportive 7 of the Air Force and really don't care how many flights you have and how much noise you should make. 8 9 I would like to also go on record to say that when 10 one of the F-35s flies over, and I'm out in my yard 11 mowing grass, I've got to turn off the mower to hear 12 it, okay? 13 (Interruption from the audience.) 14 Anyway, I will quit talking. I support it 100 15 percent. If my property values goes down, I could care less because all that money was given to me by 16 17 the Air Force. I support my country. I'm 18 patriotic. If my property values goes down to where 19 I can't, can only give it away, I'll happily give it 20 away. COL. ALLRED: Thank you, sir. Miss Jill White. 21 Miss White? 22 JILL WHITE: Yes. 23 I agree with all of the previous comments with 24 25 the exception of the fellow from Niceville 1A, and

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1 with the exception of the last fellow from Fort 2 Walton. Neither of them truly understand the impact 3 on Valparaiso. COL. ALLRED: Thank you. Mr. Dave, and is it 4 5 Halupowski? 6 DAVE HALUPOWSKI: Yep. 7 COL. ALLRED: Thank you. 8 DAVE HALUPOWSKI: All right, David Halupowski, 9 , Valparaiso. I'm a have 0-year 10 resident of Valparaiso. In the time I have seen 11 many an aircraft flying over Valparaiso. From the 12 space shuttle to Vince Squalberries. I've watched 13 AC 130s from Lincoln Park fire trace rounds over the 14 range. I hear 20 millimeter Vulcan cannon tests on 15 Eglin Main, and explosions from EAD school. Saw many times when flatbed trucks roll through town, 16 and I've heard stories of a napalm incident, and I 17 18 remember the T-38 crash in my neighborhood and many 19 other strange sights. I have accepted as normal for 20 where I live that is a military bombing and test base. I find the F-35 no louder than the F-421 22 Phantom was. I have no objections to this new 23 aircraft flying over me. Some are worried about 24 their property values. I was more worried when my 25 daughter Heather went to war. I want to give our

4016-4017 58 1 sons and daughters the same chance to come home as 2 she did. We live in dangerous times. I refuse to 3 be a hindrance to the defense of our nation, and we need the F-35 allowed here. Thank you. 4 5 COL. ALLRED: Thank you, sir. Miss Theresa 6 Kemp. 7 THERESA KEMP: Good evening, my name is Theresa 8 Kemp, and I am a resident of Valparaiso. 9 I want to say thank you as well for giving us 10 the opportunity to share our comments and clearly 11 there is a lack of support for the Air Force 12 preferred option. However, the area that I would 13 like to address is the mitigation plan. The flight 14 pattern is technically defined as flight tracks, and 15 I'm concerned about the flight tracks and the potential change in those tracks based on the 16 17 adaptive measurement techniques that are recommended 18 in the mitigation plan. 19 The supplement needs to address how the impact 20 of those changes will be both communicated to the residents as well as resolved with the residents. 21 NO-4 22 It will be an evolving and changing environment that 23 we're in based on the results of information that is 24 gathered about the flight tracks. Additionally I 25 think it's interesting to note that the last slide GULF BAY REPORTING

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that was presented by the Air Force, they indicated that there was no impact on physical or biological resources, however, the mitigation plan as indicated in the document for those two areas are nearly double the length of the mitigation plan for noise, and I don't understand why there's two areas that they say there is no impact that have a variant for the mitigation plan while the noise, which is where our major impact is, does not have, is not as well developed as the areas that are considered no impact. Thank you.

COL. ALLRED: Thank you, ma'am. Mr. Harry Wolfgang?

HARRY WOLFGANG: Good evening. Harry Wolfgang,

1. I've lived there since '68 so been here a while.

I agree with most of the comments that have been made and most of them have addressed adequately, but as somebody who has almost 20 years of experience in writing and reviewing and such because I worked in his office a number of years.

I'm sorry, I (Inaudible) here.

Based on the information that's presented in the draft assessment, I can't determine why you're choosing Alternative 1A the no action alternative.

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Nowhere in the document can I see any justification, any reason that we need to choose 1A. What's wrong with using the runway pattern with mitigation (Inaudible). Runway 12/30 was used for years for third type pattern range with no problems. Now why all of a sudden is it a problem? The only thing I can find in the document is that runway 119 is an ILS runway. If that's the reason, you ought to say so and move an ILS.

The other issue is the F-35 is (Inaudible) for runway one, two and three zero. If we're using the other runway, we have to taxi all the way down the runsay two miles and over and up two miles on the other runway before we are actually on that runway. Nowhere do it address the additional impacts in that (Inaudible). It's fuel cost, et cetera, going into that.

So based on what's in the assessment, the only thing I can conclude is that somebody made the decision they were going to use that runway, period. There's no justification. There may be one, but it's not in the document. Thank you.

COL. ALLRED: Thank you. Mr. Mark V. Norris?
Mr. Norris? Mr. Jack Tweedle?

JACK TWEEDLE: Jack Tweedle,

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Avenue in Val P.

Everyone else has stolen my thunder by their speech so I'm going to share with you just off-the-cuff comments. I received that big three-inch thick book, and I tried to go through it page by page to see if any of those choices had a dollar figure. Correct me if I'm wrong, but how can we possibly push for a certain choice without knowing what it costs? Plus the budget is coming up from '014 and nothing happens unless you get your materials in the budget, so we're talking about a fight over what goes in the budget for next year to implement any choice that's made. So that has to be addressed so that people know what these choices cost.

Next, is the thought of -- I'm having a senior moment here. I'm going to have to end it at that. That nowhere there's a budget for it -- oh, I know what it was. Lurking in the background we have the federal representatives of California pushing hard at the federal level to take Eglin and its jobs away and putting them at Edwards, so we have to be prepared working with our Congressman Miller and our two senators, and having make a front with Valparaiso and all the people that will depend on

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1 Eglin for jobs and a way of life. We have to fight 2 them off at some time in the future, so I predict 3 that's coming up. Be prepared for it. Take it one step at a time. It we select more than two of the 4 5 benefits, Valparaiso the best, it's to a cost 6 benefit. If you want to do it, do what the federal 7 people do. They tell you that it's going to cost so 8 much over a 10-year period, put it on the agenda and move ahead on that basis. Thank you. 9 10 COL. ALLRED: Mr. Frank Greene? 11 FRANK GREENE: I'm Mr. Greene --12 COL. ALLRED: Let me just ask you to stop for 13 just one second. 14 (Off the record.) 15 COL. ALLRED: Okay, sir, please continue. FRANK GREENE: I live in Niceville, but I have 16 interest in these proceedings. Can the F-35 Strike 17 18 Fighter Program and civilian quality of life 19 coexist? Yes, it can. The end of the world is not 20 going to happen to the City of Valparaiso. In my opinion the Air Force has taken the time to evaluate 21 22 the evolution of the Strike Fighter for your 23 benefit, and regarding the use of the north south 24 runway, it is not possible to avoid wintertime 25 overflights over your city.

When a Canadian cold front moves through the area, it is always a wise decision to avoid any crosswinds and operate the Strike Fighter from runway 01/19 in a safe and secure manner. So there will be a number of days during the winter season when the tempo of the F-35 overflights can and will be a nuisance. However, for the most part, outstanding flying conditions 90 percent of the year will not require F-35 flight operations over your city. This is my best case scenario regarding the basing of the F-35 at Eglin Air Force Base.

What the Air Force is doing for us tonight is giving us a worse case scenario. There is one other concession the Air Force has made for your benefit. Let's suppose that in war time too much of a good thing can be a good thing. Let's suppose that a new and improved combat engine that can deliver massive amounts of power, and the sound power to go along with it, has been considered too sensitive, or unpredictable, or even dangerous out of the box for a new fighter pilot, so what is the right thing to do? In my opinion the Air Force has done the right thing and brought forth a less powerful and less noisy and more civilian compatible Strike Fighter training engine. That's what we're hearing today.

1 However, as these pilots mature through the F-352 program, they will all need a number of sorties to 3 become qualified to operate the combat version of the Strike Fighter, and when they do, for 10 percent 4 5 of the year, we hope, you will feel and hear on rare occasions as I did four years ago, the sound of the 6 7 world coming to an end. COL. ALLRED: Thank you, sir. It's -- your 8 9 time is up. We thank you. 10 FRANK GREENE: Thank you. 11 (Unidentified member of the audience asks Mr. Greene 12 to repeat his name.) 13 COL. ALLRED: Miss Diane Miller. 14 DIANE MILLER: My name is Diane Miller, and I 15 in Valparaiso. I've lived there for 42 years, well three on Eglin. My husband 16 17 came back from Japan and was -- he had a wonderful 18 tour over there. Loved our house when we found it. 19 It's on the water, Boggy Bayou, and we are suffering 20 already from real estate people not wanting our property where we live because of the F-35. The 21 22 point I'm really trying to make is the Air Force 23 said it would be very expensive to change that 24 runway or build a new one. You've got money to 25 build a hotel right on Okaloosa Island, and who's

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going to be using that? It won't be me. The money's there for that kind of a thing so don't try to tell me there's not money for new runway. Thank you.

COL. ALLRED: Thank you. Charlotte Mays.

CHARLOTTE MAYS: Hello, my name is Charlotte

Mays. Thank you for hearing what we have to say as

citizens of this wonderful little city that is being

destroyed, and I live at _______, and you

spell Mays M-A-Y-S.

I want to speak in behalf as a real estate agent, a local realtor in Niceville, and I work for Century 21 Wilson Minger. I have lived in this area for 18 years. My husband came here, retired Air Force. I have been a real estate agent for 13 years and the entire city has already been impacted. Just the bad press alone keeps — keeps going. It's a fear factor. They don't know. We don't know. We think we know and then the Air Force comes back to make a change, and I mean, this — it's very serious. As a homeowner, I'm concerned, and I am very concerned about the homeowners here who have beautiful properties, a beautiful community that is unique like no other with the water, and the parks and they import so much into this. I — I just, I

just am very, very concerned.

Like I said, as a real estate agent, I can speak first hand. I know there are realtors already that are not showing your properties because you live in Valparaiso, and they're concerned about liability issues. Right now the city does not have a disclaimer that we could give out and say well, you may not want to buy a home in Valparaiso and this is why. And as soon as we do that, then forget it. You're not going to sell your home.

There are military, I mean there are for sale by owner people in the community that are trying to sell their home, bless their hearts, that they are putting themselves out for major liability issues later on. This is a very serious concern. As a real estate agent, I know all of the liability concerns. I have errors and omissions insurance at my office to cover us in case of something, you know, like that related would come up. However, for some, many people don't have that. And at this juncture a lot of them have resorted to doing that instead of using professionals because they just are having difficulty selling their homes. So my concern is valid. I think that the Air Force needs to hear the voice of the people in this community,

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1 and if it was their home that was being threatened 2 and their livelihood, they would think a lot 3 differently. And I, especially for the Niceville people that are speaking tonight, shame on you. 4 5 COL. ALLRED: Mr. Fred Boyer. Thank you, 6 ma'am. 7 FRED BOYER: Colonel, my name is Fred Boyer. I've lived in Valparaiso for the last 29 years of my 8 life on At this point I guess 9 10 they saved the realotrs until last because I'm one 11 of those, but I'm also retired Air Force, and I do 12 support the F-35 program. 13 What I really wanted to do tonight is correct 14 the statement in the morning paper where Mayor Arnold was quoted as saying your city and your 15 property values, and your way of life will suffer. 16 UNIDENTIFIED AUDIENCE MEMBER: It already is. 17 FRED BOYER: The truth of the matter is they 18 19 already have. I took the liberty then to go into 20 the MLS which does not include private sales, but I wanted to make some comparisons between the City of 21 22 Niceveille and the City of Valparaiso. The City of 23 Valparaiso is only about 7 or 8 percent of the 24 transactions in this regard, but my assessment 25 showed that over the last six months the average

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price was \$49 difference between Niceville and Valparaiso. And wait until you hear this, the median sales price compared to Valparaiso is \$157,000 difference. That's pretty significant. And this has been happening over the last couple of years once the intrigue entered into our community. And there is some discussion about noise level mitigation but these are older homes in Valparaiso. Without a program correction I see continued decline in the city vitality and serious erosion of property values, especially in west Val P.

I endorse the runway construction, the alternate 1I, and the limited use of the north south runway. Thank you.

COL. ALLRED: Thank you, sir. Mr. Scott Brubaker.

SCOTT BRUBAKER: Thank you, Colonel. What I'd like to do is say for myself, Beth and Fonzi we're your token Navy. So we moved to this community about a year ago and it's from a journey starting in Hawaii, going to Arizona, going to Colorado Springs, going to Destin going to Miramar Beach, and finally we found a home of our dreams, of our dreams. We want to die here. I mean, it's a small community. There's a sense of community, and I've never sensed

4 5

2.4

69

that since I left my small town in Colorado for the Navy in 1970.

So Beth and I walked every day and one day two F-35s take off, and I know a hot shot, and the hot shot is going to show us what he's made of. Georgia and Grand View put on after burners or whatever it might be for a 35 because I don't know the technical aspect, my wife and myself had to put our hands over our ears. All the car alarms in that area went off. All of them. So I said why don't I call this number. I call public affairs. I said I have a complaint. Are you guys going to do anything about this? Well, it's a fight, you know because they've got their side, we've got our side. I'm kind of like, okay, are you going to tell me what the results are going to be? Yes, we'll give you a call back. I never did.

Now, the next thing that happens is Mayor

Arnold comes into my life. I didn't know Mayor

Arnold, but I got a little letter that says look

what's happening. If this option is taken, your

dream home will be compromised. Have a good day.

What I don't understand, I know Navy is not as smart

as Air Force, what I don't understand is if you have

an option to protect the community and still provide

4024-4025 70

1 national defense, why don't you take it? 2 COL. ALLRED: Thank you, sir. At this point I 3 believe I've gone through every card of anyone who indicated that they wish to speak. Is there anyone 4 who submitted a card that would otherwise like to 5 6 speak and have not had an opportunity to do so? If 7 I missed somebody, my apologies. Ma'am? 8 (Della Sherman talking as she approaches the 9 microphone.) 10 COL. ALLRED: Please be sure to state your name 11 for us. 12 (A microphone adjustment is made.) 13 DELLA SHERMAN: Oh, I'm Della Sherman, and I'm 14 going to put a little humor into this meeting 15 tonight. When you come over my house, you better be 16 300 feet above it or I'll take your tail, 17 seriously. 18 I am on the corner of 19 and we all come up in Cadillacs sometimes, but you 20 cross over my house, and from my deck I can read 21 your numbers if they're under 300 feet. I just 22 wanted to tell you that. 23 COL. ALLRED: I believe that concludes this 24 individuals who would like to speak, and thus that 25 concludes this public hearing. We thank you for

A-184

CHLE RAY REPORTING

71 your participation and the input. I would like to 1 2 remind all of you that a copy of the Revised Draft 3 SEIS is available on the web on the Eglin website. Please remember the public comment period for the 4 Eglin BRAC Revised Draft SEIS will extend through 5 6 July 29, 2013, and you can leave your written 7 comments here at the meeting or send them to the address shown on this slide. This public hearing is 8 9 now adjourned. Thank you for your attendance. 10 (Hearing concluded at 7:50 p.m.) 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 GULF BAY REPORTING

STATE OF FLORIDA COUNTY OF BAY

REPORTER'S CERTIFICATE

I HEREBY CERTIFY that the foregoing is a true and accurate transcript of the public hearing for the Eglin BRAC Revised Draft Supplemental EIS public hearing held July 9, 2013, at Valparaiso, Florida.

I FURTHER CERTIFY that I was authorized to and did report the foregoing proceeding and that the transcript is a true and complete record of my stenographic notes.

DATED this the 18th day of July 2013.

Gertrude B. Downs, FPR



STATE OF ALABAMA ALABAMA HISTORICAL COMMISSION 468 SOUTH PERRY STREET MONTGOMERY, ALABAMA 36130-0500

FRANK W. WHITE EXECUTIVE DIRECTOR

TEL: 334-242-3184 FAX: 334-240-3477

July 3, 2013

General David A. Harris USAF Commander Headquarters 96th Air Base Wing (AFMC) Eglin AFB, Florida 32542-6802

Re: AHC 13-0976 Revised Draft EIS F-35 Beddown Eglin Air Force Base State of Florida

Dear General Harris:

Upon review of the above referenced project, we have determined that we previously concurred with this project as AHC 08-0430. We continue to concur with the amended project activities as they are primarily in Florida.

We appreciate your continued efforts on this project. Should you have any questions, please contact Joseph Glazar at (334) 230-2653 or by e-mail joseph.glazar@preserveala.org. Please have the AHC tracking number referenced above available and include it with any correspondence.

Truly yours,

Frank W. White

State Historic Preservation Officer

FWW/RJG/GCR/gcr

THE STATE HISTORIC PRESERVATION OFFICE www.preserveala.org







CITY OF VALPARAISO

465 VALPARAISO PARKWAY • (850) 729-5402 VALPARAISO, FLORIDA 32580

28 June 2013

Dear Residents and Property Owners,

The purpose of this letter is to alert you of a potential serious negative impact to our city by the Air Force in connection with the F-35 bed down and training at Eglin AFB. On 14 June 2013, the Air Force released the Revised Draft Supplemental Environmental Impact Statement (SEIS) for activities associated with the F-35 training and announced a public hearing on 9 July 2013, 5:30pm at the First Baptist Church of Valparaiso for citizen input.

The SEIS considered three primary locations containing eighteen possible alternatives for the Joint Strike Fighter (JSF) program. Locations that could support airfield requirements included Eglin Main Base, Duke Field, and Choctaw Field plus an additional alternative of the construction of a new north/south runway northwest of Eglin's present east/west runway.

The statement recommends Alternative 1A, use of both the present east/west and north/south runways. This course of action, if implemented, would have a disastrous impact on our city as it removes north/south runway restrictions of the 5 February 2009 record of Decision (ROD), inundating a large portion of our city with noise levels that the Environmental Protection Agency (EPA) considers unfit for residential use. Other city areas would require expensive retrofitting of existing homes to make them suitable for residential purposes.

The brutal effect of the Alternative 1A would subject approximately 50% of Valparaiso to noise levels of 65dB or higher. Also 45-50% of these areas would experience projected noise levels above 75dB. It is safe to assume both FHA and VA would not look favorably on backing mortgages in these areas. The future of the areas with projected noise levels above 75dB is unknown; these regions may be limited to agricultural pursuits only.

Noise levels of 65dB to 75dB can be mitigated by the construction techniques such as reroofing, new sidings, special attic insulation, multi-paned windows, etc. Technology to date is insufficient to mitigate noise levels above 75dB. Studies have

"Home of the Horld's Largest Sir Force Installation, Eglin Sir Force Base, Florida"

shown a 0.5 to 1.0% loss in appraised home value for each dB of noise levels above 50dB ambient. For example, if your home is valued at \$200,000.00 and is located in a 75dB region, $75dB - 50dB = 25dB \times 0.5\% \times $200,000.00 = $25,000.00$. Your home value would be conservatively reduced by \$25,000 because of the high aircraft noise level. This is over and above the cost of construction remediation required to reduce interior noise levels to acceptable values and will cost approximately \$50,000.00 per dwelling.

As a significant number of city residential and business structures would be severely impacted, the city has drawn the AF published noise curves on enlarged maps of our city so residents/property owners can see the impact on their holdings. Four different such maps are on display at your City Hall showing the effects of four alternatives: Alternative 1A (no runway changes at Eglin Main), Alternative 1I (new runway at Eglin Main), Alternative 2A (Duke Field parallel runways) and the No Action Alternative (the continuation of the Eglin north/south runway restrictions of the February 2009 ROD limiting the F-35 use except in emergency situations).

It is imperative that each of you view these charts to determine the impact on your property so you can speak in an informed manner at the July 9th public hearing, and recommend the AF adopt alternative 2A or 1I which inflicts lessor impacts on our city.

The city will also be a big loser as our utilities, City Hall, and Public works/ Maintenance Facility will be severely impacted. I plan to present this facet of the SEIS recommended 1A Alternative on July 9th.

I can't impress upon you the importance of your participation in this scheduled hearing. It's your city and your property values and your way of life that will suffer if the Air Force accepts the proposed Alternative 1A for the JSF at Eglin AFB.

Respectfully yours,

John B. Arnold, Jr

Mayor

P.S. If you are unable to attend the Public Hearing, written comments can be emailed or mailed to the Air Force prior to 29 July 2013. Comments should be addressed to Mr. Michael Spaits, Eglin AFB Public Affairs Office, 96 TW/PA, 101 West D Avenue, Suite 236, Eglin AFB, FL 32542. His email address is: spaitsm@eglin.af.mil.

DATE: JULY 8, 2013

TO: MIKE SPAITS

FROM: MAYOR JOHN B. ARNOLD, JR.

RE: PUBLIC HEARING WRITTEN COMMENT

THE FOLLOWING IS A TRANSCRIPT OF THE COMMENTS MAYOR ARNOLD DELIVERED AT THE EGLIN BRAC SUPPLEMENTAL EIS PUBLIC HEARING CONDUCTED ON JULY 9, 2013.

EGLIN AFB ENVIRONMENTAL PUBLIC AFFAIRS
ATTN: MR. MIKE SPAITS
501 DELEON STREET, SUITE 101
EGLIN, AFB, FL 32542

THE CITY OF VALPARAISO WOULD LIKE TO THANK THE AIR FORCE FOR THE OPPORTUNITY TO EXPRESS OUR CONCERNS OF PROPOSED AIR FORCE ACTIONS.

THE PROPOSED PREFERRED ALTERNATIVE IA IN THE DRAFT
SUPPLEMENTAL ENVIRONMENTAL IMPACT STUDY (SEIS) RELEASED JUNE 2013
PRESENTS YET ANOTHER SET OF SEVERE IMPACTS TO THE CITY OF
VALPARAISO. CONSISTENT WITH ALL PREVIOUS ENVIRONMENTAL IMPACT
STATEMENTS, THE FACT REMAINS OF ALL THE ALTERNATIVES STUDIED THE
PREFERRED ALTERNATIVE IMPOSES NOISE, SAFETY AND LAND USE
CONSIDERATIONS WHICH JEOPARDIZE THE VERY SURVIVAL OF THE CITY OF
VALPARAISO AS A MUNICIPAL ENTITY.

IT CERTAINLY IS NO SECRET; THE PREFERRED ALTERNATIVE IA

OUTLINED IN THE RECENT DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT

STUDY (SEIS) PLACES THE HEALTH, SAFETY AND WELFARE OF A LARGE

PORTION OF THE CITY OF VALPARAISO IN DIRECT CONFLICT WITH THE STATED

MISSION OF EGLIN AIR FORCE BASE. WHILE IT HAS ALWAYS BEEN THE DESIRE

OF THE CITY OF VALPARAISO TO BE SUPPORTIVE OF THE MILITARY MISSION

SINCE OUR ORIGINAL DONATION OF THE 137 ACRES OF LAND TO THE AIR FORCE

IN 1935 AND WHILE WE HAVE NEVER WAIVERED IN OUR COMMITMENT TO SEE

EGLIN SUCCEED, THIS ALTERNATIVE IS SIMPLY NOT AN ACCEPTABLE OPTION

TO THE CITY AND REPRESENTS THE GREATEST AMOUNT OF HARM THAT THE AIR

FORCE CAN POSSIBLY INFLICT ON OUR COMMUNITY.

WITHOUT A DOUBT THE CITY OF VALPARAISO UNDERSTANDS RESOLVING THE CHALLENGES OF THE PREFFERED ALTERNATIVE POSITIONS OUR COMMUNITY AT ODDS WITH THE ECONOMIC DEVELOPMENT ENGINE EGLIN AIR FORCE BASE BRINGS TO OUR SISTER CITIES AND THE SURROUNDING COUNTY, WHILE WE SUPPORT THE POSITIVE REGIONAL BENEFITS INHERENT IN THE EXISTENCE OF A MILITARY INSTALLATION AT OUR DOORSTEP, WE ARE ALSO COGNIZANT OF BEING THE ONLY COMMUNITY AT GROUND ZERO TO DISPROPORTIONATELY CARRY THE BURDEN OF THE LOCAL NEGATIVE IMPACTS. THIS IN TURN CAUSES OUR VOICE TO BE SO DILUTED THAT THE CONTINUED NEGATIVE IMPACTS OF AIR FORCE ENCROACHMENT ON OUR COMMUNITY ARE NOT BEING HEARD MUCH LESS MITIGATED.

IN REVIEWING THIS SEIS DOCUMENT NOT ONE SENTENCE EXISTS THAT

SPELLS OUT THE ISSUE OF ENCROACHMENT. THIS IS BECAUSE ENCROACHMENT
IS A DOUBLE EDGED SWORD AND ONE THE AIR FORCE CHOOSES TO IGNORE.

MOST MILITARY BASES CAN CLAIM THEIR OPERATIONS ARE IMPACTED BY
DEVELOPMENT IN CLOSE PROXIMITY TO A PRE-EXISTING MILITARY OPERATION.

WE CHALLENGE THE AIR FORCE OR ANYBODY ELSE TO MAKE CLAIM THAT THE

CITY OF VALPARAISO HAS ENCROACHED ON EGLIN AIR FORCE BASE IN ANY
MANNER, SHAPE OR FORM. OUR GEOGRAPHICAL BOUNDARIES WERE

ESTABLISHED IN 1921, LONG BEFORE EGLIN HAD A PRESENCE IN OUR

COMMUNITY. OVER THE YEARS, EGLIN HAS ACCUMULATED 87.5% OF OUR

CORPORATE LIMITS INTO FEDERALLY OWNED LAND LEAVING US WITH WHAT

WAS AND STILL REMAINS A PREDOMINATELY RESIDENTIAL AREA WITHOUT

LARGE SCALE COMMERCIAL DEVELOPMENT. AND NOT ONCE HAS THE CITY OF VALPARAISO COMPLAINED ABOUT THIS ENCROACHMENT UNTIL THE DEVELOPMENT OF THE F-35 WHERE NOW WE ARE THREATENED WITH LOSING A MAJOR PORTION OF OUR CITY TO SOUND LEVELS THAT CANNOT BE MITIGATED.

CONSIDER THE EXPECTED IMPACT FROM THE PREFERRED ALTERNATIVE IA ON THE CITY OF VALPARAISO. PER AIR FORCE TABLE ES-13 OF PAGE ES-21 OF THE SEIS EXECUTIVE SUMMARY WHICH SUMMARIZES THE OFF-INSTALLATION POPULATION EXPOSED TO HIGH NOISE LEVELS, 2,910 INDIVIDUALS WILL RESIDE IN AN AREA THAT HAS NOISE LEVELS GREATER THAN 65 DB WITH THE VAST MAJORITY OF THESE PEOPLE LIVING WITHIN THE CONFINES OF THE CITY OF VALPARAISO. SINCE THE CITY WILL BE FORCED TO ADOPT THE AVIATION SAFETY AND NOISE ABATEMENT ACT OF 1979, 14 CFR PART 150 INTO OUR COMPREHENSIVE PLAN WHICH STATES ALL BUILDINGS IN NOISE CONTOUR LINES OF DNL 75 DBA OR GREATER CANNOT BE USED FOR RESIDENTIAL PURPOSES AND THOSE STRUCTURES LOCATED WITHIN CONTOUR LINES AT DNL 65DBA TO DNL 75DBA MUST HAVE SOUND ATTENUATION MATERIALS INSTALLED BEFORE USE AS A RESIDENTIAL OCCUPANCY, AT MINIMUM 170 OF OUR HOMES WILL HAVE TO BE DESTROYED DISPLACING 600 MEMBERS OF OUR POPULATION BECAUSE THEIR PROPERTY WILL ONLY BE SUITABLE FOR PARKING LOTS, MINING AND AGRICULTURAL USES. FURTHER, THE SEIS CLEARLY SPELLS OUT THAT EGLIN CAN ONLY REMEDIATE THOSE STRUCTURES THAT ARE "ON" BASE AND THAT NO FUNDING HAS BEEN PROVIDED FOR MITIGATING THE HOMES FOR ALL THE PEOPLE RESIDING WITHIN THE 65-75 DB NOISE CONTOURS

WHO WILL REQUIRE REMEDIATION AT BETWEEN 40 AND 50 THOUSAND PER HOME OR MORE TO SOUND PROOF. THUS, WE ARE LEFT WITH A DOCUMENT THAT NEGATIVELY IMPACTS HALF OF OUR MUNICIPAL POPULATION WITH NO FEDERAL GOVERNMENT RESPONSIBILITY FOR "TAKINGS" DUE TO ENCROACHMENT AIR FORCE REFUSES TO CURTAIL.

LIKEWISE, THE ECONOMIC IMPACT TO THE CITY OF VALPARAISO FROM PREFFERED ALTERNATIVE 1A IMPACTS CANNOT BE IGNORED, AT BEST THE ADOPTION OF PREFFERED ALTERNATIVE 1A WILL LEAD TO A RAPID DECLINE IN OUR POPULATION, STRUCTURAL CHANGES TO THE CITY'S ECONOMIC BASE AND SERIOUS FINANCIAL MANAGEMENT PROBLEMS ASSOCIATED WITH A DECLINE IN CITY REVENUE STREAMS, 3 MILLION DOLLARS WILL BE REQUIRED IN DEMOLITION COSTS TO REMOVE ALL THE STRUCTURES THAT ARE NOT HABITABLE, REMEDIATION OR RELOCATION OF THE CITY HALL COMPLEX AND PUBLIC WORKS OFFICE IS ESTIMATED AT 3,8 MILLION DOLLARS, ANOTHER 32 MILLION DOLLARS WILL BE REQUIRED IN EXPECTED COSTS TO SOUND ATTENUATE EXISTING HOMES AND STRUCTURES. THE CITY WILL LOSE AT A MINIMUM 575,000 DOLLARS PER YEAR FROM OUR VARIOUS REVENUE STREAMS; AND THE CITY WILL FACE A CONTINUING POPULATION DECLINE AS SURROUNDING NEIGHBORHOODS COLLAPSE INTO BLIGHT. ALL TOLL AN INITIAL 18.5 PERCENT OF THE TOTAL CITY BUDGET BECOMES NOT AVAILABLE FOR THE CONTINUED PROSPERITY OF OUR CITY IS A VERY CONSERVATIVE ESTIMATE. WE BELIEVE THAT THE NET EFFECT OF LOST REVENUES UNDER ALTERNATIVE 1A WILL DRIVE THE CITY TO FISCAL DEMISE GIVEN THE ALREADY TIGHT

OPERATING PARAMETERS. CERTAINLY, AT RISK WILL BE THE CITY'S ABILITY TO MAKE ITS SCHEDULED BOND PAYMENTS FOR LACK OF SUFFICIENT REVENUES.

ONCE OUR BONDS FALL INTO DEFAULT, THE CITY MAY HAVE NO CHOICE BUT TO SEEK BANKRUPTCY OPTIONS.

THEREFORE, NOT AS AN INCLUSIVE LIST OF REASONS, MY AFORE MENTIONED STATEMENTS LEAD US TO RECOMMEND AND REQUEST THAT THE AIR FORCE ADOPT ALTERNATIVE 11 AS THE PREFERRED METHOD FOR EGLIN'S STATED MISSION, FIRST AND MOST OBVIOUS IS THE REDUCTION OF THE IMPACT TO OUR RESIDENTIAL POPULATION EXPOSED TO NOISE OF GREATER THAN 75 DBS BY 100%. SECOND, NO WHERE IN THE SEIS ARE MITIGATION COSTS ASSOCIATED WITH OFF BASE REMEDIATION CALCULATED INTO THE TOTAL COST OF EACH ALTERNATIVE. GIVEN THE EXTREMELY HIGH IMPACT ALTERNATIVE 1A HAS ON OUR RESIDENT POPULATION, IMPLEMENTATION OF ALTERNATIVE 11 TOTALLY ELIMINATES ANY ADDITIONAL TAXPAYER RESPONSIBILITY FOR OFF BASE MITIGATION COSTS IN NEGATING CLASS ACTION LAWSUITS AND DEVALUATION OF PROPERTIES. 11 PROVIDES THE ADDED VALUE OF ALLOWING EGLIN TO COMPLETELY CONTROL ALL AIR OPERATIONS OVER AIR FORCE PROPERTY. THIS WILL SIGNIFICANTLY ALTER PRESENT AICUZ PARAMETERS BY ELIMINATING THE CRASH ZONE AND APZ'S OVER THE CITY. FURTHER, THIS ALSO ENDS ANY AIR FORCE CONSIDERATION OF MISSION LIMITATIONS BY OVER FLYING RESIDENTIAL NEIGHBORHOODS.

GIVEN OUR BELIEF THAT THE COST OF MITIGATION WILL FAR EXCEED THE PRESENT PREFERRED ALTERNATIVE 1A'S COST ESTIMATES,

IMPLEMENTATION OF ALTERNATIVE 11 PRESENTS A WIN/WIN FOR BOTH THE AIR FORCE AND THE CITY OF VALPARAISO. BY BUILDING THE NEW RUNWAY AND LIMITING THE NORTH/SOUTH RUNWAY TO EMERGENCY MILITARY AIR TRAFFIC THE NOISE COULD BE REMOVED FROM BOTH VALPARAISO AND EGLIN MAIN AS WELL. UNTIL THE NEW RUNWAY IS OPERATIONAL THE 2009 RECORD OF DECISION RESTRICTING F-35 ACTIVITIES ON THE NORTH/SOUTH RUNWAY SHOULD BE CONTINUED WITH THE EXCEPTION OF EMERGENCY SITUATIONS. THIS REPRESENTS AT LEAST A SAVINGS OF A 100 MILLION DOLLARS IN BASE MITIGATION COSTS ALONE. BOTTOM LINE IS THE CITY OF VALPARAISO WOULD CERTAINLY LIKE TO RESOLVE THESE ISSUES IN A MANNER WHERE ALL PARTIES WALK AWAY WHOLE BY SIMPLY DOING WHAT IS RIGHT. TO DO OTHERWISE LEADS TO THE SAME EXACT SITUATION FACED AT NAVAL STATION OCEANA IN VIRGINIA BEACH, VIRGINIA.

AS ALWAYS WE APPRECIATE THIS OPPORTUNITY TO PROVIDE OUR INPUTS

AND SINCERELY HOPE THAT A MUTUALLY SATISFYING SOLUTION WILL

PREVAIL: A SOLUTION ENSURING THE CONTINUED PEACEFUL EXISTENCE OF

OUR COMMUNITY WITH THE EVER CHANGING MILITARY MISSION OF EGLIN.

Apparace in March Chapter of Control

AHN: ZOUN AFB PUBLIC AFFAIRS

I WOULD PERSONALLY LIKE TO

BON RECORD FOY SUPPORTING—
THE F35 PROGRAM, AT EGLIN

AFB I FIRMLY BELIEVE THAT

VALP. CANNOT SPEAK FOR THE

UHOLE COMMUNITY. EGLIN AFB

15 THE "CROWN JEWEL" OF OUR

COMMUNITY AND IT AND ITS

PROGRAMS CANNOT BE

TARNISHED.

F355 ARE THE SOUND

OF FREEDOM:

SINCTECLY,

BUBBY GRIGGS



City of Fort Walton Beach

BOBBY GRIGGS COUNCILMAN SEAT 1

107 Miracle Strip Pkwy. S.W. Fort Walton Beach, Florida 32548 www.fwb.org Email: bgriggs@fwb.org City Hall: (850) 833-9509 Res: (850) 864-2354 Cell: (850) 240-4866 City Hall Fax: (850) 833-9640



Building a World-Class Community One Business at a Time

July 24, 2013

Mr. Michael Spaits Eglin Air Force Base Public Affairs Office 96 TW/PA 101 West D Avenue, Suite 236 Eglin Air Force Base, FL 32542

Dear Mr. Spaits:

The Destin Area Chamber of Commerce (Chamber), including its Military Affairs Committee (MAC), believes a constructive relationship between the US Military and its surrounding communities is absolutely essential to the military and its communities. The Chamber and its MAC consider the importance of the F-35 program of the US Air Force to be of such high importance that our board of directors would like to publicly support the program and its mission.

The Destin Area Chamber of Commerce supports the Air Force position identifying Alternative 1A as the preferred alternative for SEIS.

We believe that the military presence and its missions should be maintained and strengthened. Simply said, the Chamber and the MAC repeat our previous endorsement and support of our neighbor, Eglin Air Force Base and its F-35 Joint Strike Fighter Program and mission.

Sincerely,

Mary Anne Windes, Real Estate Professionals of Destin Chairman of the Board



GREATER FORT WALTON BEACH CHAMBER OF COMMERCE

...helping businesses help themselves

Mark Hamrick 2013 Chair of the Board

2013 Chair of the Board Vacuum Center FWB

Ron Grissom 2014 Chair-Elect Gulf Power Company

Martin Owen Immediate Past Chair Resort Quest by Wyndham Vacation Rentals

Nick Chubb Vice Chair – Government Cabinets RRR US

Toni Richardson Vice Chair – Membership Best Western FWB

Vice Chair – Business Development Horizons of Okaloosa County

Tammy McGaughy Treasurer Warren Averett O'Sullivan Creel

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RESOLUTION 2013-01

A RESOLUTION OF THE GREATER FORT WALTON BEACH CHAMBER OF COMMERCE SUPPORTING THE MILITARY MISSION AT EGLIN AIR FORCE BASE.

WHEREAS, the Cities of the Greater Fort Walton Beach and the United States of America are dependent upon Eglin Air Force Base and the military mission to support the local economy;

WHEREAS, the Joint Strike Fighter called the F-35, represents the future of the Department of Defense and our international partners, providing precision engagement and global attack for our Air Forces;

WHEREAS, the F-35 Mission at Eglin Air Force Base will ensure America's air dominance and Eglin's sustainability in the strategic defense of our country.

WHEREAS, the Greater Fort Walton Beach area and Okaloosa County have been supportive and engaged in the defense of our nation and have given steadfast support of the LOCAL MILITARY MISSION since the 1930's and continue to support the defense of our nation.

NOW, THEREFORE BE IT RESOLVED BY THE GREATER FORT WALTON BEACH CHAMBER OF COMMERCE BOARD OF DIRECTORS THAT WE:

Continue to welcome and support further incorporation and bed-down of the F-35 Joint Strike Fighter Integration Training Center at Eglin Air Force Base, Florida, and,

Continue our commitment to our nation and to Eglin Air Force Base for this and all defense industry matters.

Resolve that the local Business Community, local Citizens and local Government strive to continue a successful, prosperous relationship between our residents and the F-35 JSF ITC at Eglin Air Force Base.

Adopted this 25th day of July, 2013.

Mark Hamrick Chairman of the Board

Mark Hannel.

Theodore Corcoran President and CEO

34 Miracle Strip Parkway, S.E. • P.O. Box 640 • Fort Walton Beach, FL 32549 • Office: 850-244-8191 • Fax: 850-244-1935 www.fwbchamber.com

RESOLUTION 2013-01

A RESOLUTION

OF THE

CRESTVIEW AREA CHAMBER OF COMMERCE

SUPPORTING THE

MILITARY MISSION AT EGLIN AIR FORCE BASE

WHEREAS, the City of Crestview and the United States of America are dependent upon Eglin Air Force Base and the military mission to support the local economy;

WHEREAS, the Joint Strike Fighter called the F-35, represents the future of the Department of Defense and our international partners, providing precision engagement and global attack for our Air Forces;

WHEREAS, THE f-35 Mission at Eglin Air Force Base will ensure America's air dominance and Eglin's sustainability in the strategic defense of our country;

WHEREAS, the Crestview Area Chamber of Commerce have been supportive and engaged in the defense of our nation and have given steadfast support of the LOCAL MILITARY MISSION since the 1930's and continue to support the nation.

NOW, THEREFORE BE IT RESOLVED BY THE CRESTVIEW AREA CHAMBER OF COMMERCE BOARD OF DIRECTORS THAT WE:

CONTINUE to welcome and support further incorporation and bed-down of the F-35 Joint Strike Fighter Integration Training Center at Eglin Air Force Base, Florida, and,

CONTINUE our commitment to our nation and to Eglin Air Force Base for this and all defense industry matters.

Forever resolve that the local Business Community, local Citizens and local Government strive to continue a successful, prosperous relationship between our residents and the F-35 JSF ITC at Eglin Air Force Base.

ADDOPTED THIS 25TH DAY OF JULY, 2013

Dennis M. Mitchell, President

ATTEST:

Wayne R. Harris, Director

RESOLUTION 2013-03

A RESOLUTION
OF THE
NICEVILLE VALPARAISO CHAMBER OF COMMERCE
SUPPORTING THE
MILITARY MISSION AT EGLIN AIR FORCE BASE.

WHEREAS, the Cities of Niceville and Valparaiso and the United States of America are dependent upon Eglin Air Force Base and the military mission to support the local economy;

WHEREAS, the Joint Strike Fighter called the F-35, represents the future of the Department of Defense and our international partners, providing precision engagement and global attack for our Air Forces;

WHEREAS, the F-35 Mission at Eglin Air Force Base will ensure America's air dominance and Eglin's sustainability in the strategic defense of our country.

WHEREAS, the greater Niceville Area and Okaloosa County have been supportive and engaged in the defense of our nation and have given steadfast support of the LOCAL MILITARY MISSION since the 1930's and continue to support the defense of our nation.

NOW, THEREFORE BE IT RESOLVED BY THE NICEVILLE VALPARAISO CHAMBER OF COMMERCE BOARD OF DIRECTORS THAT WE:

Continue to welcome and support further incorporation and bed-down of the F-35 Joint Strike Fighter Integration Training Center at Eglin Air Force Base, Florida, and,

Continue our commitment to our nation and to Eglin Air Force Base for this and all defense industry matters.

Resolve that the local Business Community, local Citizens and local Government strive to continue a successful, prosperous relationship between our residents and the F-35 JSF ITC at Eglin Air Force Base.

Adopted this 24th day of July, 2013.

Duane Gallagher, Chairman of the Board

MIC

Pricia Brunson
President and CEO



United States Department of the Interior



IN REPLY REFER TO: SER-PC ER-13/0426 NATIONAL PARK SERVICE Southeast Regional Office Atlanta Federal Center 1924 Building 100 Alabama St., SW. Atlanta, Georgia 30303

AUG 0 2 2013

Mr. Mike Spaits
Eglin AFB
Public Affairs Office
96 TW/PA
101 West D Avenue
Suite 110
Eglin AFB, FL 32542-5499

Mr. Spaits:

The National Park Service (NPS) has reviewed the Revised Draft Supplemental Environmental Impact Statement (EIS) for F-35 Beddown at Eglin Air Force Base, Florida. Gulf Islands National Seashore (National Seashore) is a unit of the NPS and is a noise sensitive area that is directly affected by noise and overflights from Eglin Air Force Base. Therefore, we have a number of concerns about the potential impacts of the proposed action to park resources and values, including impacts from noise on threatened and endangered species, visitor experience, soundscapes and cultural resources within the boundary of the National Seashore.

The NPS is responsible for ensuring the protection of our Nation's finest natural and cultural resources and leaving them unimpaired for the enjoyment of future generations. The diverse attractions within the National Seashore and its proximity to multiple population centers help make it a major local and regional tourist attraction. In addition to unique cultural artifacts like the historic Fort Pickens, the National Seashore contains diverse marine and island ecosystems. While many visitors come to the National Seashore to experience the historic or natural resources, many also come for the excellent recreational opportunities. The Fort Pickens Area on Santa Rosa Island, one of the most popular destinations within the National Seashore, hosts over 700,000 visitors per year and generates more than \$1.3 million annually in park revenue.

Portions of the National Seashore are included in the 34,000 acre Fort Pickens Aquatic Preserve, which was designated by the State of Florida in 1970, and surrounds the western end of Santa Rosa Island and the eastern end of Perdido Key. The submerged lands along the northern sides of the barrier islands are characterized by shallow saline waters, continuous and patchy seagrass beds, and salt marshes. These communities provide habitat for wildlife such as nesting sea turtles, shorebirds, marine mammals, and a wide variety of fish species, including the Gulf sturgeon which is federally listed as threatened under the Endangered Species Act.

The National Seashore also contains the Fort Pickens National Historic District, designated in 1972. The historic district represents one of the greatest concentrations of historic coastal defense fortifications in the country and was in active military use for approximately 151 years. Fort Pickens was one of the three defensive works that comprised the historic crossfire in Pensacola Bay designed to protect the Pensacola Navy Yard in the 1800's.

The National Seashore is home to several threatened and endangered species such as: the Perdido Key beach mouse, Piping Plover shorebirds, and four species of nesting sea turtles. Nesting ospreys and eagles, as well as other nesting shorebirds to include, but not limited to, Least Terns, Snowy Plover, Willets, Wilson's Plovers, and nighthawks are protected under the Bald Eagle Protection Act and Migratory Bird Treaty Act. NPS Management Policies 2006 (http://www.nps.gov/policy/mp2006.pdf) provides guidance that "The National Park Service will inventory, monitor, and manage state and locally listed species in a manner similar to its treatment of federally listed species to the greatest extent possible."

FAA Order 1050.1E notes that special consideration needs to be given to the evaluation of the significance of noise impacts on noise sensitive areas within national parks. The NPS is tasked with managing, protecting, and restoring the acoustic resources and soundscapes in national parks. We are aware, the Air Force typically uses the day-night average sound level (DNL) metric in their environmental impact statements. DNL is an energy-based noise averaging metric widely used by the Federal Aviation Administration (FAA) and the Department of Defense as the primary means for determining the cumulative noise energy exposure of individuals to noise resulting from aviation activities. Thresholds of significance that have been established by the FAA are based on community response. Since assumptions regarding DNL levels are community-based in relation to airports, this metric and the 65 dBA threshold is not adequate to assess impacts of noise within the National Seashore.

In other environmental studies with potential impacts to resources and visitor experience within national parks, audibility based or "time above" metrics have been used in order to express the time that sound levels are above ambient sound levels. This takes into account the duration of aircraft noise events, the number of aircraft noise events, and the absolute sound level of events. Time above metrics correlate better with flight operations than day-night average metrics, which may obscure the dynamic range of sound events (Hanscom Noise Workgroup, 2001. Aviation Noise Metrics Recommendations, Presentation at FICAN 2001 Airport Noise Forum). Alternatively, single event metrics also have been used to demonstrate potential impacts to resources. These supplemental metrics or similar metrics would also better satisfy the requirements of NEPA to characterize impacts to the environment in terms of intensity, context and duration (40 CFR 1508.27).

Noise impacts to historic structures may be divided into two major categories (1) audible acoustic impact, and (2) noise-induced vibration. The sound from aircraft activity can cause archeological resources, structures, and museum objects to vibrate, and depending on the character of the sound, the effects range from audible rattle, to items "walking" across surfaces, to fatigue cracking, to sound/vibration induced damage to structures (info from Hanson et al, 1991, from Report to Congress: Report on Effects of Aircraft Over flights on the National Park System 1994, (http://www.nonoise.org/library/npreport/intro.htm).

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The NPS requests:	
 the National Seashore is recognized as a noise sensitive area in the environmental planning documents, 	g NO-3
 flight operations over the National Seashore maintain a minimum altitude of 3,500 feet above ground level, to minimize impacts on sensitive wildlife species, nesting shorebirds and raptors resident on the islands within the National Seashore, 	BI-1/ NO-4
 to consult with the Air Force regarding appropriate metrics for analyzing impacts to noise sensitive areas within the National Seashore, 	NO-1
 upon takeoff and approach for landing, airspace over the National Seashore is avoided to extent possible. 	- NO-4
 The Final Supplemental EIS acknowledges: 	\neg
a) the National Seashore, a unit of the NPS, is adjacent to Eglin AFB,	GE-1
 Eglin's increased flight activities have the potential to impact resources of the National Seashore and disclose the impacts of those activities, 	BI-1
 and address potential cumulative noise impacts to the National Seashore. 	CU-1
We appreciate the opportunity to review and comment. If you have any questions concerning the comments please contact: Anita Barnett, Environmental Protection Specialist, Planning and Compliance Division, at 404-507-5706 or Rick Clark, Chief of Science and Resources Management, Gulf Island National Seashore, at 850-916-3011 or Vicki McCusker, Overflights Program Manager, NPS Natural Sounds & Night Skies Division, at 970-267-2117.	se
Sincerely,	
Star Penla	
Stan Austin	
Regional Director Southeast Region	
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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 4
ATLANTA FEDERAL CENTER
61 FORSYTH STREET
ATLANTA, GEORGIA 30303-8960

July 29, 2013

Mike Spaits Public Affairs Officer 96 TW/ PA 101 West D Avenue, Suite 236 Eglin AFB, FL 32542-5499

Subject:

EPA's Comments on the

Revised Draft Supplement Environmental Impact Statement (SEIS) for F-35

Beddown at Eglin AFB, Florida.

CEQ No. 20130164

Dear Mr. Spaits:

Pursuant to Section 309 of the Clean Air Act (CAA) and Section 102(2)(C) of the National Environmental Policy Act (NEPA), the U.S. Environmental Protection Agency (EPA), Region 4 reviewed the Revised Draft Supplement Environmental Impact Statement (SEIS) for F-35 Beddown at Eglin AFB, Florida.

This Revised Draft Supplemental Environmental Impact Statement (SEIS) is the result of the Joint Program Office (JPO) releasing new noise profiles for the F-35 aircraft; consequently, the Air Force delayed the release of the Final SEIS. Meanwhile, the final Gulf Regional Airspace Strategic Initiative (GRASI) recommendations became available, plus the Air Education and Training Command (AETC) revised the operational plans for the aircraft to reflect updated JSF training plans. The Air Force has revised the Draft SEIS to address the updated noise profiles, the GRASI recommendations, and the revised operational plans. Section 1.2.6 has provided more detailed explanation of the updates and differences between the Revised Draft SEIS and the Draft SEIS published on September 24, 2010.

EPA appreciates the responses to our comments (memo dated November 8, 2010) regarding the Draft SEIS, which are included in Section 1.4 and Appendix E of the Revised Draft SEIS. Based on the information in the Revised Draft SEIS, it appears that you have addressed our primary concerns on noise as it relates to the impacts to children and the Environmental Justice community and water-quality.

In conclusion, as more information is known from any ongoing studies on F-35 Operational Tests, please identify and include this information in the final document. We recommend that you continue to keep the community informed on project status.

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5010 We appreciate your coordination with us, If you have any questions, please contact Larry Gissentanna of my staff at 404-562-8248 (gissentanna.larry@epa.gov). Sincerely, NEPA Program Office Office of Environmental Accountability

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January 2014 Supplemental Environmental Impact Statement for F-35 Beddown at Eglin Air Force Base, Florida	1	3005	NO-5	The Air Force recognizes that hearing loss can occur. Section 4.3 states "where individuals may be exposed to high noise levels is when noise contours resulting from flight operations in and around the installation reach or exceed 80 dB day-night average sound level (DNL) both on- and off-base. To help determine the potential impacts of this situation, DoD published a policy for assessing hearing loss risk (DoD, 2009a). The policy defines the conditions under which assessments are required, references the methodology from a 1982 U.S. Environmental Protection Agency (USEPA) report" The policy description and the instruction of how the assessments are to be calculated can be found in Section 3.3.3: As explained in the policy description, "the Average Noise-Induced Permanent Threshold Shift (NIPTS) is the change in threshold averaged over the frequencies 0.5, 1, 2, and 4 kilohertz that can be expected from daily exposure to noise over a normal working lifetime of 40 years, with the exposure beginning at an age of 20 years. A grand average of the NIPTS over time (40 years) and hearing sensitivity (10 to 90 percentiles of the exposed population) is termed the Average NIPTS. The Average NIPTS attributable to noise exposure for ranges of noise levels in terms of DNL is given in Table 3-2. For a noise exposure within the 80–81 dB DNL contour band, the expected lifetime average value of NIPTS (hearing loss) is 3.0 dB. The Average NIPTS is estimated as an average over all of the people included in the at-risk population. The actual value of NIPTS for any given person will depend on their physical sensitivity to noise; some will experience more loss of hearing than others. The USEPA Guidelines provide information on this variation in sensitivity in the form of the NIPTS exceeded by 10 percent of the population, which is included in Table 3-2 in the "10th Percentile NIPTS" column. As in the example above, for individuals within the 80–81 dB DNL contour band, the most sensitive of the population would be expected to s
A-207				In Section 3.3.3, the SEIS states: "There is very little potential for hearing loss at noise levels below 75 dB DNL (Committee on Hearing, Bioacoustics and Biomechanics [CHABA], 1977). However, there are

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			situations where noise in and around airbases may exceed 75 dB DNL."
			Table 4-5 lists the minimum and maximum estimated indoor hourly L _{eq} values under Alternative 1A during
			typical school day (7:00 AM - 4:00 PM, Monday-Friday) at several schools located near Eglin Main Bas
			The minimum and maximum hourly L _{eq} values provide the expected range of noise levels to which the
			schools could be exposed on a typical day. Schools at which the maximum estimated indoor L _{eq} exceeds ⁴ dB may not meet the 2009 ANSI standard for at least a portion of one hour during a typical school day. T
			Appendix E table entitled "Hourly L_{eq} Noise Levels During the School Day at Representative Schools Ne
			Eglin Main Under Alternative 1A" lists hourly L_{eq} for each hour of the school day, giving some indication
			the hours during which learning would be more disrupted.
			Under Alternative 1A, four active schools, an educational center, and a daycare would be expected to exc
			the recommended noise guidelines. Oakhill School closed in 2009 due to factors not related to noise.
			Section 4.3 provides minimum and maximum estimated indoor hourly L _{eq} values for each alternative.
2	3005	SE-1	In Section 4.5.1.1 of the SEIS: "There are a number of factors that affect property values that make predicting impacts difficult. Factors directly related to the property, such as size, improvements, and loca of the property, as well as current conditions in the real estate market, interest rates, and housing sales in
			area, are more likely to have a direct adverse impact on property values. Several studies have been condu to analyze property values as they relate to military and civilian aircraft noise. One study conducted a
			regression analysis of property values as they relate to aircraft noise at two military installations (Fidell, ϵ al., 1996). This study found that while aircraft noise at these installations may have had minor impacts on
			property values, it was difficult to quantify those impacts because other factors, such as the quality of the
			housing near the installations and the local real estate market, had a larger impact on property values."
			As discussed in Section 4.3.4, Mitigations, "Other potential mitigation measures, such as structural
			modifications, require substantial funding. Although every effort will be made by the proponent to fund identified mitigations, application of some proposed mitigation measures may be subject to congressional
			appropriations." In addition, Section 4.3.4, Mitigations, states: "The Air Force could request funds to acq
			property interests from willing sellers after more refined noise exposure contours are developed (e.g., after
			all 59 F-35 aircraft have begun operating at Eglin AFB and a new AICUZ study is finalized)."
3	3011	NO-1	Yes, noise contours shown in the SEIS include all military and civilian aircraft.
4	3014	AQ-1	The taxi distance was included in the air pollution calculations presented in Table 3-27 and Tables 4-77, 4
			82, 4-85, 4-88, 4-93, and 4-96. There are many factors considered in the selection of the agency's prefer

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İ				alternative that may or may not be outlined in the SEIS. Significant impacts to a particular resource area
				(e.g., air) do not necessarily preclude an alternative from being identified as the preferred alternative by th Air Force.
	5	3024	DO-2	Operational mitigations have been incorporated into the analyses to the greatest extent possible as discussed in Section 2.6.1. Furthermore, additional mitigations will be considered during the adaptive management process as discussed in Table 2-19, Noise. As stated in Section 4.3.2.1, "The JSF training plan requires the certain sorties be flown at night, and during summer months, portions of these nighttime training sorties would sometimes occur after 10:00 PM and before 7:00 AM. These 'late night' flights would be more like to disturb sleep and cause annoyance than flights during the day. The frequency of flight operations
				occurring between 10:00 PM and 7:00 AM under Alternative 1A is quantified in Table 4-1."
	6	3025	NO-1	Please see Section 3.3.3, Analysis Methodology, for details regarding the noise source data.
	7	3030	NO-1	Please refer to Section 3.3.3, Analysis Methodology, in the SEIS for information on noise modeling. The noise contours are a result of data from all 3 F-35 variants.
	8	3030	NO-1	A comparison to F-15s and F-18s can be found in the Eglin BRAC FEIS, Appendix E, page E-21, Table E
•	9	3038	DO-1	A direct comparison between the 2010 Draft and the 2013 Revised Draft cannot be made, due to the chang described in Section 1.2.6 of the SEIS.
				The environmental review process requires use of the latest up-to-date information in assessing impacts. T update uses the latest training plan developed by the Air Education Training Command (AETC). As more information became known about the utilization rate of aircraft, the training plan also evolved to reflect training tempos at each one of the airfields.
	10	3038	DO-1	A direct comparison between the 2010 Draft and the 2013 Revised Draft cannot be made, due to the chang described in Section 1.2.6 of the SEIS.
				 a. This analysis includes updated estimates for commercial flights to/from Eglin as well as military transients. b. The F/A-18E/F and F-16s included in the category of "Other Operations" are not designated as support F-35 training.
	11	3038	NO-4	As stated in Section 4.3.4 of the SEIS and per the requirements under CFR Part 989.22(d), for each ROD containing mitigation measures, the proponent prepares a plan specifically identifying each mitigation, discussing how the proponent will execute the mitigations, identifying who will fund and implement the

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			mitigations, and stating when the proponent will complete the mitigation. The mitigation plan will be forwarded, through the MAJCOM EPF to HQ USAF/A7CI for review within 90 days from the date of signature of the ROD.
			Therefore, the details of the mitigation plan are not finalized at this time.
12	3038	DO-1	This GRASI recommendation is still under consideration, and there is currently no timeline to complete t study. When the study is completed, the public will be given the appropriate notification.
13	3038	NO-1	The F-35A noise source data was used to model the F-35B and F-35C operations by adjusting the power, speed, and time in mode for the specific F-35B/C operation. See SEIS page 3-8, lines 24–34 for more information.
14	3038	SA-2	As stated in Section 6.2 of the Executive Summary, "The increase in the number of operations would increase the risk of aircraft mishaps and BASH risks. Through the continued implementation of current safety policies and procedures, however, the potential impacts to health and safety under the No Action Alternative, Alternatives 1A, 2D, and 2E are designated as "green/yellow." There is an increased risk of BASH under Alternatives 1I, 2A, 2B, and 2C due to the proximity of creeks to the runway; therefore, the alternatives are "yellow."
			Please note that aircraft mishaps are not the only safety consideration.
15	3038	DO-4	Please refer to Section 2.2.3 for a detailed discussion regarding the flight operations for each service.
16	3038	DO-1	The statement was intended to refer to minimizing F-35 operations on 01/19. Clarification has been added the document and now states: "Nonetheless, all alternatives were designed, to the maximum extent practite to minimize or avoid altogether the routine use of RW 01/19 for F-35 operations to avoid or reduce noise impacts." As noted below the table, "Other" aircraft includes non-Initial Joint Training Site (IJTS) aircraft operating at Eglin AFB. These operations are not associated with the F-35 and are unrelated and would rechange as a result of the Proposed Action. "Other" aircraft would still utilize runway 01/19.
17	3038	SA-2	It is the combination of the two conditions that provides for the yellow safety rating, not each condition of its own. Additionally, it is not always possible to utilize 12/30 due to weather and other conditions.
18	3038	NO-1	The Letter Reports' Table 12, the Top Contributors to DNL at Points of Interest, rank orders the 20 aircra profiles for each specific point by DNL, not SEL. The first profile in the list contributes the most to over DNL. It includes elements that people often find annoying (loudness, frequent and/or late-night occurren etc.) to a greater extent than any other type of operation. The profiles further down the list contribute less and less noise to the overall DNL, and the amount by which cumulative DNL increases with each addition

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			profile decreases as one goes down the list. The SEL value, on the other hand, represents only the noise level of a single event.
19	3045	PA-1	Alternative 1A would lift the 5 February 2009 ROD limitations. However, as described on page 2 of the 5 February 2009 ROD, "there will be temporary operational limitations imposed on JSF flight training activities to avoid and minimize noise impacts. "In addition to this statement, the ROD indicates: "These limitations are not, however, practical for use on a long term basis." Currently, the 33 rd Fighter Wing is no operating the full complement of 59 F-35 aircraft. Operating with the restrictions is not operationally feasible once all aircraft are assigned to Eglin Air Force Base and the IJTS is fully operational.
20	3045	NO-1	NOISEMAP, which is the noise modeling software used to create the noise contours, takes into consideration local weather parameters as provided on an historical basis.
21	3046	NO-1	The noise contours and analysis include all aircraft operating at each airfield analyzed, including Duke Fie Hurlburt Field, Whiting Field, commercial aircraft, etc.
22	3047	NO-3	Please refer to Section 1.2.6 of the 2013 SEIS for changes that have occurred since the 2010 Draft SEIS the were incorporated into the new analyses.
23	3047	NO-3	Although there are no F-35 operations occurring at Eglin Main Base, F-35s transition through the airspace above Eglin Main Base to Duke Field that collectively (with other aircraft operations) account for the total noise environment.
24	3047	NO-3	Table 4-1 data reflect AETC's latest JSF training plan, which estimates that 17% of all F-35 departures un Alternative 1A would occur in afterburner mode to ensure a safe flight. The use of afterburners is required in accordance with the training plan in order to familiarize students with the full capability of the aircraft early in training and in instances when the aircraft's gross weight (due to fuel and munitions) requires afterburner use to ensure safety during takeoff.
25	3047	NO-3	A direct comparison between the 2010 Draft and the 2013 Revised Draft cannot be made, due to the chang described in Section 1.2.6 of the SEIS. The environmental review process requires use of the latest up-to-date information in assessing impacts. The service of the latest up-to-date information in assessing impacts.
			update uses the latest training plan developed by the Air Education Training Command (AETC). As more information became known about the utilization rate of aircraft, the training plan also evolved to reflect training tempos at each one of the airfields.
26	3047	NO-3	Alternatives 1A and 1I include the beddown of the F-35 at Eglin Main Base; therefore, Eglin Main Base is where the afterburner take-offs occur. Under all Alternative 2 alternatives, the beddown of the F-35 woul occur at Duke Field, and, therefore, afterburner take-offs would occur at Duke Field.

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27	3047	NO-3	The eastern north-south noise contour is attributed to the use of the Landing Helicopter Amphibious (LHA and associated flight patterns. This applies to all alternatives and can also been seen on Figure 4-2 for Alternative 1A, Figure 4-6 for Alternative 1I, and Figures 4-22 and 4-26 for Alternative 2D and 2E, respectively. Similar figures for Alternatives 2A, 2B, and 2C differ due to the interactions with the additional parallel runway.
28	3048	SA-2	To date, the FAA has not negatively commented on the number of flights that can operate safely.
29	3049	NO-1	F-35 operations are included in the noise modeling for day-night average sound level (DNL) with all other aircraft operations occurring at the base so that the total noise environment is accounted for.
30	3049	NO-3	Please note that the phrase "in the vicinity of Eglin Main Base" refers to communities surrounding Eglin Main Base. As shown in Figures 4-26 and 4-29, the 75 dB noise contour for Alternative 2E extends off of Eglin AFB property. There are 198 residents within the 75–79 dB area, which could include children. Additionally, although there are no F-35 operations occurring at Eglin Main Base, F-35s transition through the airspace above Eglin Main Base that will collectively (with other aircraft operations) impact the SELs surrounding Eglin Main Base. The noise contours reflect the total noise environment, not just F-35s.
31	3049	NO-3	The information in this table represents sound exposure level (SEL) at representative noise-sensitive receptors. As stated in the SEIS, representative noise-sensitive locations include hospitals, schools, churches, administrative buildings, residential areas, daycares, and prisons. Although there are no F-35 operations occurring at Eglin Main Base, F-35s transition through the airspace above Eglin Main Base tha will collectively (with other aircraft operations) impact the SELs surrounding Eglin Main Base.
32	3049	NO-1	The baseline for noise impacts analysis in Luke AFB's F-35 FEIS is different from and not comparable to the Eglin AFB SEIS. At Eglin AFB, unlike Luke AFB, F-35 operations were approved by the February 2009 ROD, have been occurring at Eglin AFB while the SEIS was being developed, and are properly part the Eglin AFB baseline.
33	3049	AS-1	The Air Force recognizes that there will be air and ground delays across all alternatives; however, the degree of congestion associated with these delays cannot be quantified. As stated in Section 4.2 "However, the Alternatives would include the implementation of GRASI recommendations as described in Sections 1.2.6 2.3.4, and 2.3.5, which would enhance Air Traffic Control flexibility and decision making to relieve some the burden on air traffic controllers. GRASI recommendations also will help alleviate air and ground dela for military and civilian aircraft across the region. Conclusions in the GRASI strategic plan state that if the final set of recommendations are undertaken and approved by the FAA, it will "ensure a near optimum use of airspace by civilians and the military."
34	3049	NO-2	Please refer to Section 3.3.5, Munitions, and Section 4.3.1, Munitions, for impacts as a result of munitions

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			noise. Figure 3-7 and associated text have been revised to show the total noise environment under the No Action Alternative, and a figure has been added to Section 4.3.1, Munitions Noise, to show the total noise environment under the action alternatives.
35	3050	NO-5	The 5-dB hearing loss and additional explanatory information being discussed on page 3-12, lines 11–26, a focused on giving the reader a guide as to what levels of noise might be considered significant when looking at actual analysis of data, which, for example, can be found in Table 4-3 on page 4-12. Because normal audiometric testing is, roughly speaking, no more accurate than plus/minus 5 dB, a level of 5 dB or less is within the bounds of normal accuracy of testing instruments and thus not considered significant. The referenced paragraph is provided so the reader might understand the significance of the information in Table 3-2 on page 3-11 and comprehend the meaningfulness of the estimated Average NIPTS found in lev of DNL from 80 dB DNL to 90 dB DNL when reading the data analyzed.
36	3050	BI-1	To date, no scientific studies have been done on the impacts of munitions detonations on gopher tortoises of with regard to the distances from detonations that would or would not cause burrow collapse. While burrous are easily collapsed, gopher tortoises are adapted to dig out from these collapses so long as the soil is not compacted or covered with a structure, as would be the case with building or road construction projects. Currently, Eglin's Natural Resources Office conducts surveys as needed for specific projects, along with annual monitoring and updates of the status of 20 percent of known tortoise burrows from previous survey Eglin AFB range sites typically boast some of Eglin's highest gopher tortoise densities; therefore, it is believed by Eglin's Natural Resources Office that if munitions are having an impact on gopher tortoise
37	3050	BI-1	populations, it is negligible and would not be significant, as stated in Section 3.13.5. The following has been added to Section 3.13.5: "Gopher tortoises may spend as much as 80 percent of the time (or about 19 hours per day) in their burrows (USDA, 2013)." (USDA, 2013. <i>Gopherus Polyphemus</i> : Introductory. Retrieved from http://www.fs.fed.us/database/feis/animals/reptile/gopo/all.html on Septemb 3, 2013.) It is reasonable to assume that tortoises will be afforded protection by their burrows during the vast majori
			of munitions deployments, as stated in Section 3.13.5. Further, the continued proliferation of gopher tortoises in Test Areas where munitions are frequently deployed provides additional evidence that the munitions are not having an adverse impact on the tortoise population.
38	3050	BI-1	Sea turtles and marine mammals are specifically protected under the Endangered Species Act (ESA) and Marine Mammal Protection Act, respectively. The gopher tortoise is not currently federally listed under the

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			ESA. Therefore, there is no regulatory requirement to perform surveys and consult with the U.S. Fish and
			Wildlife Service (USFWS) on potential impacts to this species.
39	3050	NO-1	The data bioenvironmental engineering collects as part of the Air Force's Occupational Noise and Hearing Conservation Program (HCP), per Air Force Occupational and Environmental Safety, Fire Protection and Health (AFOSH) Standard 48-20, is not usable in the NOISEMAP model. That Standard expressly "does rapply to community noise situations" and the data bioenvironmental engineering collects and maintains, some of which is protected by the Privacy Act of 1974 and all of which is collected and used to monitor workplace safety and the health of Air Force employees in the HCP, will not be provided to the public in the SEIS.
40	3050	SA-1	The hazards associated with an F-35 aircraft are no different than the hazards associated with other fighter
40	3030	5A-1	aircraft. Air Force Fire Departments are not required to train local fire departments on hazards associated with aircraft crashes. However, Eglin's Fire Department has and will continue to provide aircraft academic and hands-on training to local fire departments when requested.
41	3050	SW-1	While the weights of intact flares are available, they are irrelevant to solid waste calculations. As stated in
			Section 3.10.5, "Due to the size of the flare casings (about 36 mm), flare use is considered to generate an incidental amount of debris to the quantity of debris generated from other ordnance use." Also, "It is anticipated that most of the large debris associated with inert or active bombs would be recovered during range clearing operations while the small-sized debris associated with gun-fired ammunition or some types of ordnance (e.g., flares) would be too small to collect and would likely remain on the range." Due to the nature of flares, which are composed of pyrotechnic or pyrophoric material intended to burn at a similar temperature or infrared signature as aircraft engine exhaust, very little solid waste is deposited on the range Any flare debris that does contact the range is likely to be small, variable in weight, and not likely to be collected during range cleanup operations. Therefore, flares were not included in solid waste calculations.
42	3050	NO-5	As stated in Section 3.3.3, "According to the USEPA document titled <i>Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety a Public Health and Welfare Criteria on Noise</i> , changes in hearing level of less than 5 dB are generally not considered noticeable or significant. There is no known evidence that a NIPTS of less than 5 dB is perceptible or has any practical significance for the individual. Furthermore, the variability in audiometric testing is generally assumed to be ± 5 dB. The preponderance of available information on hearing loss risk from the workplace with continuous exposure throughout the day for many years. Clearly, this data is applicable to the adult working population."
43	3051	NO-4	The purpose in evaluating a six-day work week was to determine if there would be a reduction on the

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			amount of noise impacts on a daily basis. Annual operations cannot exceed the operational tempo analyzed in this SEIS. Should an increase or
			significant change in operations be proposed, new NEPA analyses would be required.
44	3051	NP-1	The Air Force currently has no plans to increase the number of projected annual operations, and during the development of this SEIS, has refined and reduced the total number of projected annual operations as well certain types of operations.
45	3051	NO-4	The substantially reduced operations reflect refined operational assumptions, which affected the training a student throughput plans that will be executed regardless of the alternative selected. The use of flight simulators has already been implemented by the execution of MILCON for the construction of simulators and by prescribing the use of simulators in the training plan for each student pilot.
			Other mitigation measures identified in the SEIS will be implemented through the mitigation plan based of the alternative selected in the ROD. If needed, permanent noise mitigation measures will be prescribed in the local governing regulation, EAFBI 11-201, Flying Operations. Changes to this regulation would be disseminated to pilots via Notices to Airman (NOTAMs), Local Area Operations (LAO) briefings and/or Flight Crew Information Files (FCIFs). The Operations Group Commander, Supervisor of Flying, Squadr Operations Supervisors and Standardization and Evaluation pilots would then continue to monitor F-35 operations daily to ensure strict adherence.
			As stated in Section 4.3.4 of the SEIS and per the requirements under CFR Part 989.22(d), for each ROD containing mitigation measure, the proponent prepares a plan specifically identifying each mitigation, discussing how the proponent will execute the mitigations, identifying who will fund and implement the mitigations, and stating when the proponent will complete the mitigation. The mitigation plan will be forwarded, through the MAJCOM EPF to HQ USAF/A7CI for review within 90 days from the date of signature of the ROD.
46	3051	DO-4	As noted by the commenter, Section 4.3.4, Mitigations, states that "conducting routine instrument approaches to Eglin Main RW 12 would have significant impacts on Air Force Special Operations Comma (AFSOC) operations and the usage of Restricted Area R-2915A." However, the utilization of R-2915A for military missions overall, and not only the AFSOC operations, is a limiting factor.
47	3051	NO-4	It is difficult to predict any particular future trigger for conducting a re-examination of noise mitigation

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			measures. However, post-ROD processes will be in place to monitor aircraft operations and the effectiveness of mitigations, as well as procedures for making necessary adaptations. For example, the post ROD mitigation plan will include an adaptive management program, which could incorporate (for example the following kinds of adaptive management approaches: -Noise modeling: Supplement existing data with new noise data as it is developed. Use new data reveal and understand the potential effects of activities or practices that are under way or being considered for implementation in the F-35 IJTS ramp up to final operational capability at thereafter. Make changes to improve mitigations and related actions. -Management and oversight: Monitor and evaluate results of earlier predictions. Develop at
			implement adaptations to eliminate or reduce effects. -New knowledge and information: Through experimentation, knowledge and information can be incorporated into management options and recommendations.
			The following additional steps will also be part of the mitigation plan:
			-Identifying the type of monitoring for the action and each mitigation
			-Delineating how the monitoring will be executed
			-Identifying who will fund and oversee its implementation -Establishing the process and responsibilities for identifying and making changes to the action mitigations to influence beneficial results or avoid/reduce adverse ones.
48	3051	LU-1	Tables 4-44 and 4-121 have been updated. However, it is important to note that under Alternatives 2A and 2E, Eglin Main Base would not be utilized for F-35 operations; a footnote has been added to the tables.
49	3051	NO-3	All Alternative 2 alternatives beddown the F-35 at Duke Field; therefore, the primary figures under each of these alternatives show Duke Field, just as all Alternative 1 alternatives show Eglin Main Base in the primary figures since Eglin Main Base is the beddown location. For Alternative 2 alternatives, contours at Eglin Main Base are shown on two maps included under each alternative (for example, under Alternative 2A, Eglin Main Base noise contours are shown on Figure 4-14 and Figure 4-17).
			Additionally, the Air Force has provided the noise contours in a geographic information system (GIS) form to the City of Valparaiso and Okaloosa County so that residents can zoom in and see specific noise contour that affect their properties.
50	3051	NO-3	In Alternatives 2A and 2E, all F-35 flight operations are moved to Duke Field. As a result both Alternatives 2A and 2E have smaller contours south of runway 12/30 relative to Alternative 1A; however, the contours

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#	1D#	Code	for Alternative 2A and 2E are nearly the same south of runway 12/30.
51	3051	NO-4	Operational mitigations have been incorporated into the analyses to the greatest extent possible as discussed in Section 2.6.1. Furthermore, additional mitigations will be considered during the adaptive management process as discussed in Table 2-19, Noise. As discussed in Section 4.3.4, the Air Force will consider your suggestions during the development of the mitigation plan.
52	3051	DO-4	Operational mitigations have been incorporated into the analyses to the greatest extent possible as discussed in Section 2.6.1. Furthermore, additional mitigations will be considered during the adaptive management process as discussed in Table 2-19, Noise. All F-35 operations, regardless of whether they are accompanible by student or instructors, are included in the noise analyses.
53	4002	NP-1	As stated at the public hearing, the time-limit is established to allow all citizens who wish to speak the opportunity to do so. The Air Force encourages speakers who do not get a chance to voice all comments within the three-minute period to submit their comments in writing as well. All comments, whether writted or oral, are reviewed and have equal weight in the decision making process.
54	4012	DO-3	GRASI recommendations that relate solely to the F-35 mission have been included and analyzed in this SEIS. Please see Section 1.2.6. Additionally, because the requirement for training flights on low-level training routes is very small within the F-35 training plan, there are more than adequate low-level training routes already established for use the F-35, all of which were analyzed within the FEIS and SEIS. For training operations of other types, the Eglin Range Complex is adequate for 59 aircraft as shown in the GRASI report. Thus, the need for training airspace for low-level or other operations is adequately addressed in the FEIS and SEIS.
55	4012	NO-1	Thank you for your comment; implementation of noise monitoring procedures will be considered as part of the Record of Decision language.
56	4017	NO-4	As stated in Section 4.3.4 of the SEIS and per the requirements under CFR Part 989.22(d), for each ROD containing mitigation measures, the proponent prepares a plan specifically identifying each mitigation, discussing how the proponent will execute the mitigations, identifying who will fund and implement the mitigations, and stating when the proponent will complete the mitigation. The mitigation plan will be forwarded, through the MAJCOM EPF to HQ USAF/A7CI for review within 90 days from the date of signature of the ROD.
			Therefore, the details of the mitigation plan are not finalized at this time.
57	5009	NO-3	By virtue of being a National Seashore and a part of the National Park System, the National Seashore is

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			recognized as a noise-sensitive area; NAS Pensacola has already incorporated the National Seashore into their AICUZ study, which was incorporated by reference in the Eglin BRAC SEIS to compare noise imp to the National Seashore. As indicated on page 6-21 of the NAS Pensacola AICUZ study: "The barrier island east of the Pensacola Pass is a recreational area (Fort Pickens) established by the U.S. National Passervice and is impacted by the 65 to 70 DNL noise contour. Outdoor parks and recreation areas are compatible with restrictions within this noise zone (see Appendix B). Noise contours do not extend east of the installation."
58	5009	BI- 1/NO-4	As indicated in Section 2.3.1.2., NAS Pensacola will be utilized as a Practice Instrument Approach Field (PIAF), and as indicated in Section 2.3.4, the JSF flight operations projected of NAS Pensacola are the sa as those stated in the FEIS. These flight operations were compared to those of the current NAS Pensacol AICUZ study and there were no differences in the contours. The NAS Pensacola AICUZ study takes into consideration flights over the National Seashore, which is reflected in their AICUZ study on page 6-21. Any limitations already established with NAS Pensacola will be identified in the mitigation plan being developed for the Eglin BRAC SEIS.
59	5009	NO-1	The National Seashore as a whole is a sensitive area and the day-night average sound level (DNL) utilize the NAS Pensacola AICUZ study is the appropriate metric. The NAS Pensacola AICUZ study is incorporated by reference into the Eglin BRAC SEIS and shows no difference between contours published the AICUZ study and those anticipated operations suggested in Section 2.3.4 of the Eglin BRAC SEIS.
60	5009	NO-4	As indicated in Section 2.3.1.2., NAS Pensacola will be utilized as a PIAF, and as indicated in Section 2. the JSF flight operations projected for NAS Pensacola are the same as those stated in the FEIS. These fli operations were compared to those of the current NAS Pensacola AICUZ study and there were no differences in the contours. The NAS Pensacola AICUZ study takes into consideration flights over the National Seashore, which is reflected in their AICUZ study on page 6-21. Any limitations already established with NAS Pensacola will be identified in the mitigation plan being developed for the SEIS.
61	5009	GE-1	Please note that the National Seashore is not adjacent to Eglin AFB property.
62	5009	BI-1	If there is a potential for impacts to the National Seashore, those will be stated in the Land Use section of document. Impacts to the biological ecosystems and communities are discussed in the Biological section the SEIS.
63	5009	CM-1	If cumulative impacts occur to the National Seashore that necessitates analysis, they will be outlined in Chapter 5, Cumulative Impacts, of the Eglin BRAC SEIS.